

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 348 (IL 43 / HARLEM AVE)
SECTION 2010-084-RS
RESURFACING AND DRAINAGE IMPROVEMENTS
65TH STREET TO 79TH STREET

COOK COUNTY
C-91-022-11

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2010-084-RS	COOK	27	1
ILLINOIS			CONTRACT NO. 60L78	

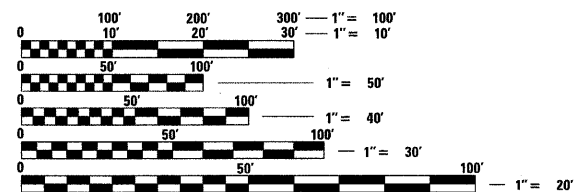
*27+2=29

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

EXISTING ADT = 37,300 TO 45,500 (2007)
SPEED LIMIT = 45 MPH

THE IMPROVEMENT IS LOCATED WITHIN
THE VILLAGES OF BRIDGEVIEW, BEDFORD PARK,
SUMMIT AND THE CITY OF BURBANK

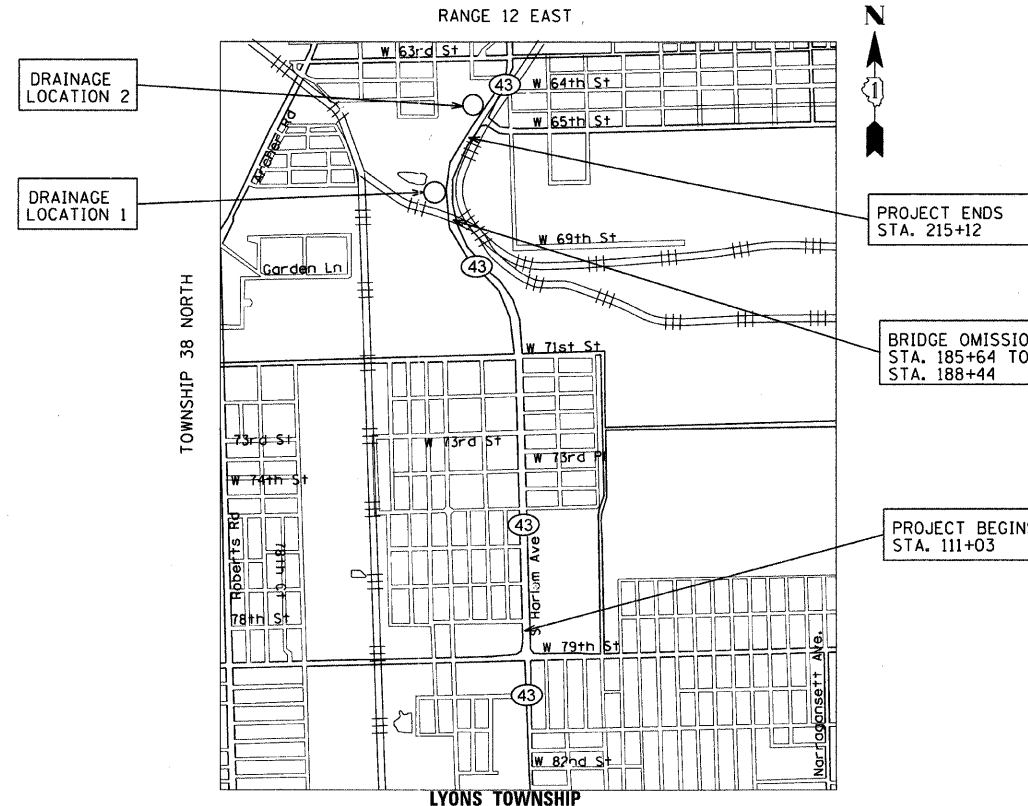


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

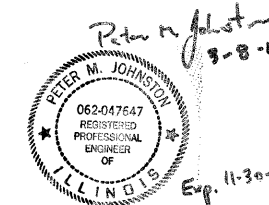
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: PETER JOHNSTON (GRAEF) 773-399-0112
PROJECT MANAGER: KEN ENG (IDOT) 847-705-4247

CONTRACT NO. 60L78



GROSS LENGTH = 10,409 FT. = 1.97 MILES
NET LENGTH = 10,130 FT. = 1.92 MILES



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED MARCH 9, 2011

Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

August 19, 2011
Scott E. Stitt P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

August 19, 2011
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GRAEF 8501 W. Higgins Road, Suite 280
Chicago, Illinois 60631
(773) 399-0112

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11A-11B	RIGHT OF WAY PLATS (FOR INFORMATION ONLY)
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25	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC16)
26	ARTERIAL ROAD INFORMATION (TC22)
27	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS07)

HIGHWAY STANDARDS	
STD. NO.	TITLE
442201-03	CLASS C AND D PATCHES
602001-02	CATCH BASIN, TYPE A
604001-03	FRAME AND LIDS, TYPE 1
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606306-03	CORRUGATED PC CONCRETE MEDIANS
701426-04	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH
701456-01	PARTIAL EXIT RAMP CLOSURE FREEWAY/ EXPRESSWAY
701101-02	OFF-ROAD OPERATIONS, MULTILANE, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 4.5 m (15') AWAY
701601-07	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-07	URBAN LANE CLOSURE, MULTILANE, INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
814001-02	HANDHOLES

- GENERAL NOTES**
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED).
 - THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
 - THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
 - WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
 - WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
 - BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
 - THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM 72 HOURS IN ADVANCE OF BEGINNING WORK.
 - THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD TECHNICIAN, AT 708-597-9800 AT LEAST (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.
 - BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE REESTABLISHED FOR STRIPING, EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
 - ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
 - ALL HMA PAVEMENT PATCHING SHALL BE CLASS D.
 - THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
 - DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS. STATIONS ARE SHOWN FOR REFERENCE ONLY ARE APPROXIMATE.
 - IT SHALL BE THE CONTACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 43 - 65th STREET TO 79th STREET INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
FILEL	PLOT SCALE = 50.0000' / IN.	DRAWN - EF	REVISED			34B	2010-084-RS	COOK	27	2	
	PLOT DATE = 7/6/2011	CHECKED - RS	REVISED			CONTRACT NO. 60L78					
		DATE - 07-06-2011	REVISED			SCALE: 50	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.

SUMMARY OF QUANTITIES

URBAN
100% STATE

PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	0005 ROADWAY	0044 DRAINAGE
20800150	TRENCH BACKFILL	CU YD	103	0	103
21301048	EXPLORATION TRENCH 48" DEPTH	FOOT	30	0	30
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	8	0	8
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	56	56	0
40600300	AGGREGATE (PRIME COAT)	TON	282	282	0
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	106	106	0
40600895	CONSTRUCTING TEST STRIP	EACH	1	1	0
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	637	637	0
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	3,052	3,052	0
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	6,907	6,907	0
42101300	PROTECTIVE COAT	SQ YD	467	467	0
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	13,519	13,519	0
44003100	MEDIAN REMOVAL	SQ FT	953	953	0
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	22,604	22,604	0
44022029	PARTIAL DEPTH REMOVAL 3"	SQ YD	7,554	7,554	0
44201353	CLASS C PATCHES, TYPE II, 10 INCH	SQ YD	14	0	14
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	763	763	0
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	180	180	0
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	200	200	0
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	0	1
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	68	0	68
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2	0	2
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	10	10	0
60255500	MANHOLES TO BE ADJUSTED	EACH	1	0	1
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	20	20	0
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	20	20	0
60404950	FRAMES AND GRATES, TYPE 24	EACH	5	5	0
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	5	5	0
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	5	5	0
60500060	REMOVING INLETS	EACH	1	0	1
60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	218	218	0
60624600	CORRUGATED MEDIAN	SQ FT	735	735	0
67000400	ENGINEERS FIELD OFFICE TYPE A	CAL MO	6	4	2
67100100	MOBILIZATION	L SUM	1	1	0

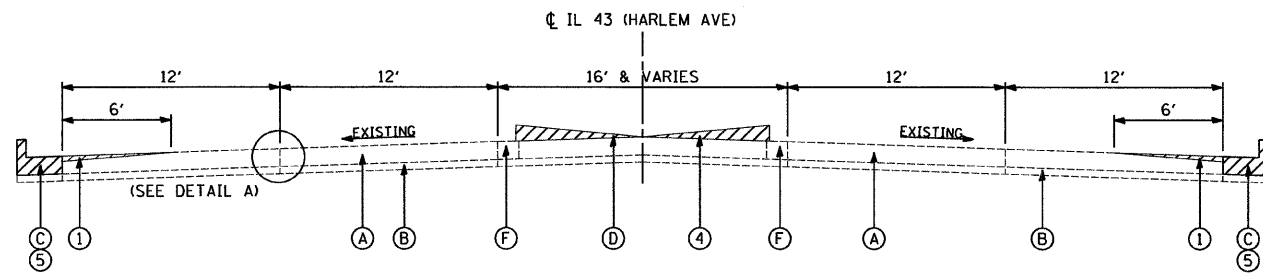
* DENOTES SPECIALTY ITEM

SUMMARY OF QUANTITIES

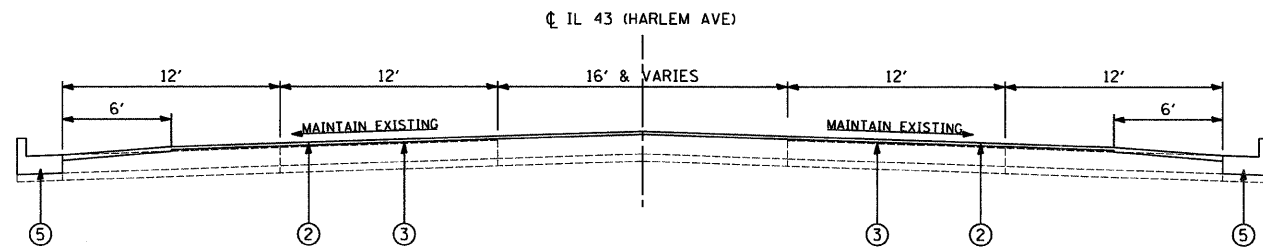
URBAN
100% STATE

PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	0005 ROADWAY	0044 DRAINAGE
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1	0	1
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1	0
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1	0
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	0
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	7,000	7,000	0
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1,041	1,041	0
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	27,482	27,482	0
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	5,200	5,200	0
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1,422	1,422	0
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	463	463	0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2,333	2,333	0
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1,041	1,041	0
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	27,482	27,482	0
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	5,200	5,200	0
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	568	568	0
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,422	1,422	0
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	463	463	0
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	901	901	0
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	22	22	0
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	923	923	0
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	2,066	2,066	0
* 89502376	REBUILD EXISTING HANDHOLE	EACH	5	5	0
Z0004562	COMBINATION CONCRETE CURB & GUTTER, REMOVAL & REPLACEMENT	FOOT	1,400	1,400	0
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	122	122	0
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	514	514	0
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	0
XZ043900	PREFORMED JOINT FILLER REMOVAL	FOOT	32,580	32,580	0
X4060826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	2,960	2,960	0
X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	11,929	11,929	0
X4421000	PARTIAL DEPTH PATCHING	TON	1,269	1,269	0
X5504200	DUCTILE IRON STORM SEWER, 12 INCH	FOOT	28	0	28
X5520200	STORM SEWERS JACKED IN PLACE, 12" (SPECIAL)	FOOT	42	0	42
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	587	0	587
X5538000	STORM SEWERS TO BE CLEANED 18"	FOOT	121	0	121
X5539700	STORM SEWERS TO BE CLEANED	FOOT	1,000	1,000	0

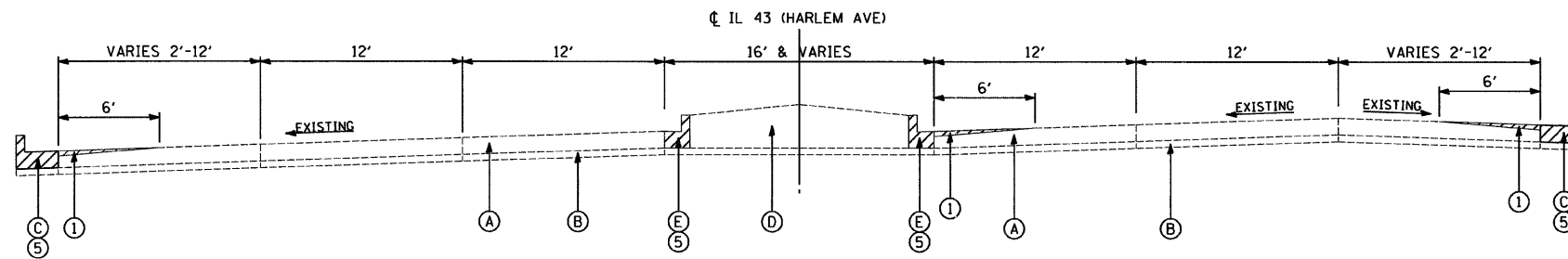
* DENOTES SPECIALTY ITEM



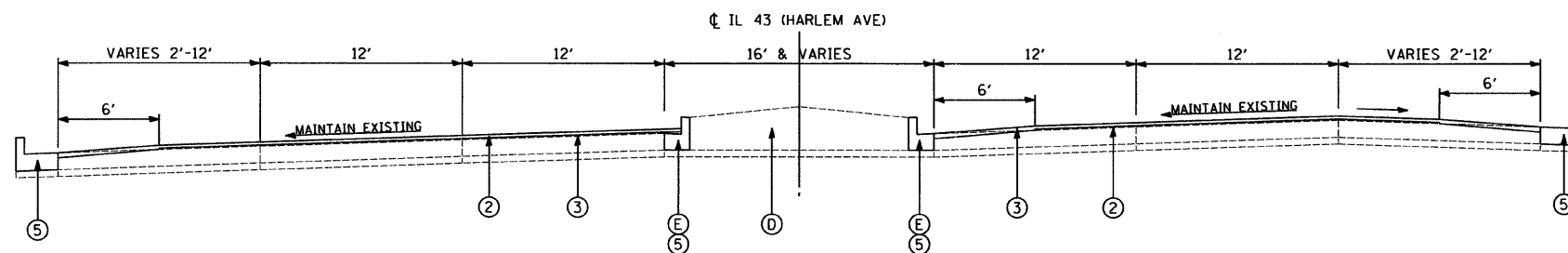
EXISTING TYPICAL SECTION
STA. 111+03 TO STA. 160+00



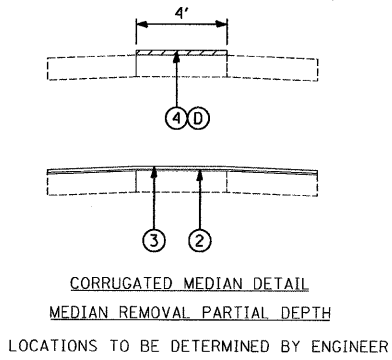
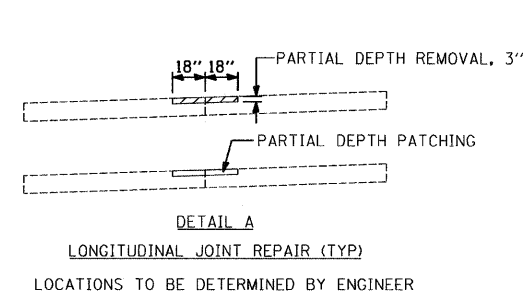
PROPOSED TYPICAL SECTION
STA. 111+03 TO STA. 160+00



EXISTING TYPICAL SECTION
STA. 160+00 TO 175+00



PROPOSED TYPICAL SECTION
STA. 160+00 TO 175+00



- EXISTING CONDITIONS:**
- (A) PCC PAVEMENT, 10"
 - (B) STABILIZED SUB-BASE, 4"
 - (C) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
 - (D) STABILIZED MEDIAN 12"
 - (E) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
 - (F) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
 - ▨ ITEMS TO BE REMOVED
- PROPOSED IMPROVEMENTS:**
- (1) PCC SURFACE REMOVAL (VARIABLE DEPTH), 1 1/2" TO 0" ON LOW SIDES OF PAVEMENT
 - (2) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
 - (3) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
 - (4) MEDIAN REMOVAL PARTIAL DEPTH
 - (5) COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DETERMINED BY THE ENGINEER)

SEE PLANS AND DISTRICT ONE DETAIL SHEETS FOR PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKER PLACEMENT.

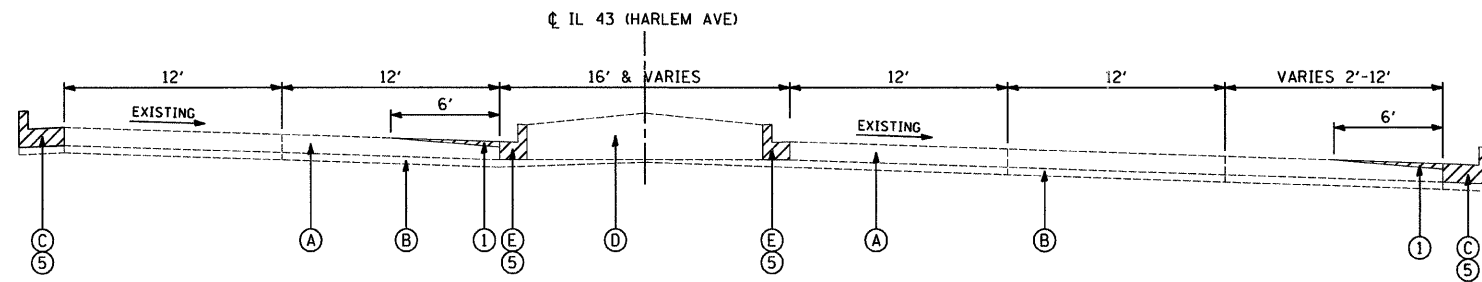
REFER TO DISTRICT ONE STANDARD HMA TAPER AT EDGE OF PCC PAVEMENT (BD33) FOR DETAILS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5mm)	4% @ 90 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50	4% @ 50 GYR
CLASS D PATCHES (HMA BINDER IL 19mm) 10" (IN THREE LIFTS)	4% @ 70 GYR
PARTIAL DEPTH PATCHES (HMA BINDER 19mm) (3")	4% @ 70 GYR

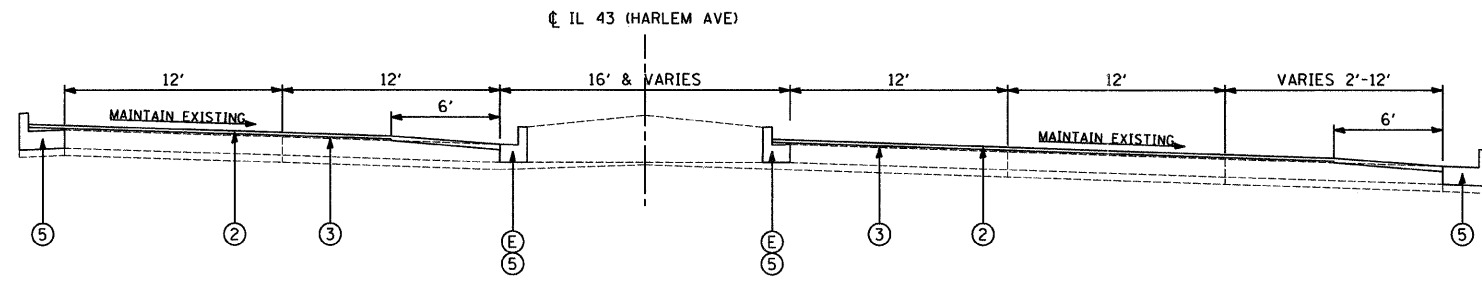
THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

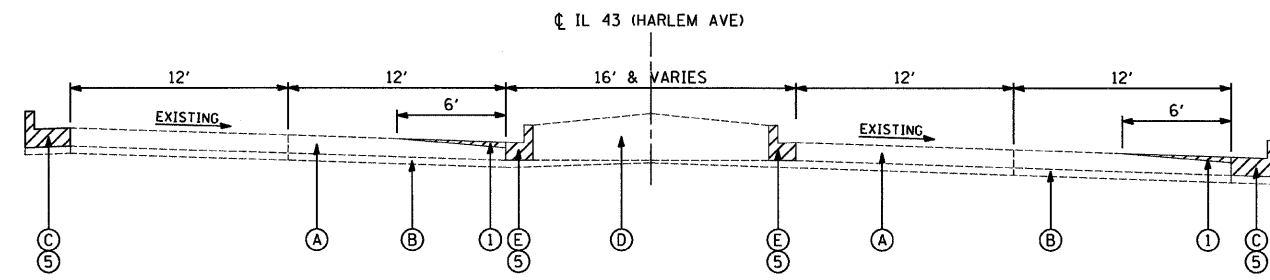
FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.



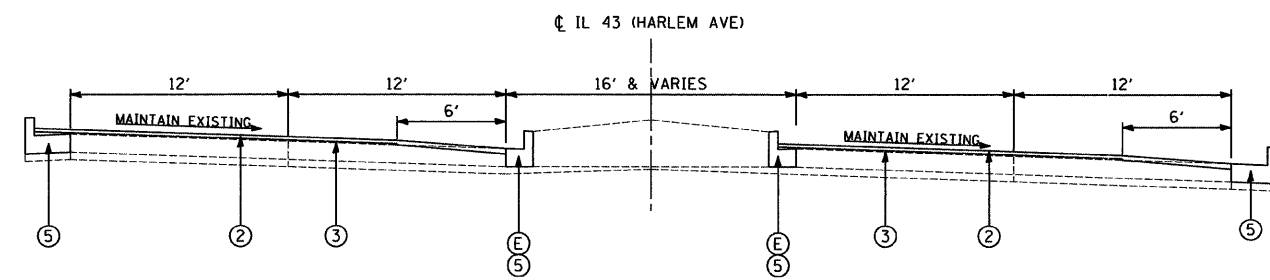
EXISTING TYPICAL SECTION
STA. 175+00 TO STA. 179+00



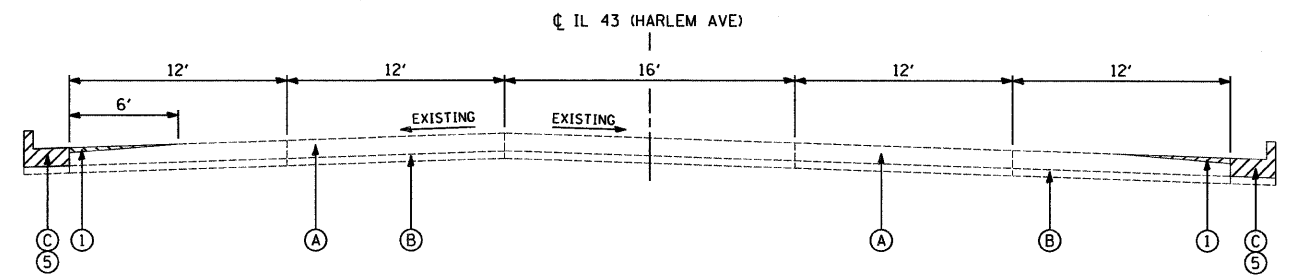
PROPOSED TYPICAL SECTION
STA. 175+00 TO STA. 179+00



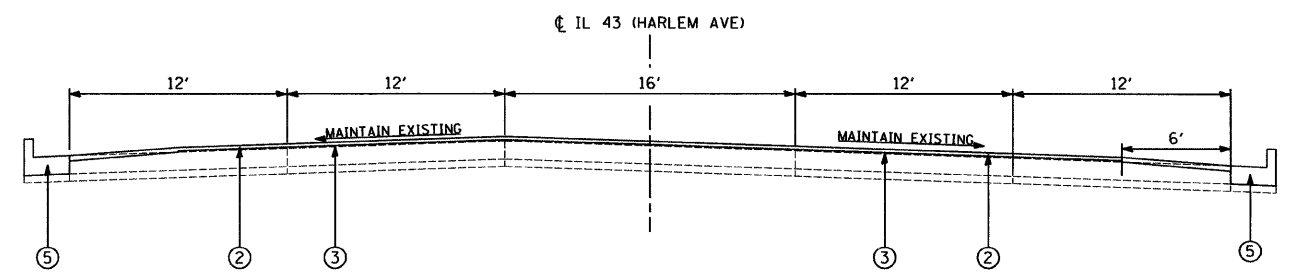
EXISTING TYPICAL SECTION
• STA. 179+00 TO 197+44



PROPOSED TYPICAL SECTION
• STA. 179+00 TO 197+44



EXISTING TYPICAL SECTION
STA. 197+44 TO 203+54



PROPOSED TYPICAL SECTION
STA. 197+44 TO 203+54

EXISTING CONDITIONS:

- (A) PCC PAVEMENT, 10"
- (B) STABILIZED SUB-BASE, 4"
- (C) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (D) PCC MEDIAN
- (E) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

▨ ITEMS TO BE REMOVED

PROPOSED IMPROVEMENTS:

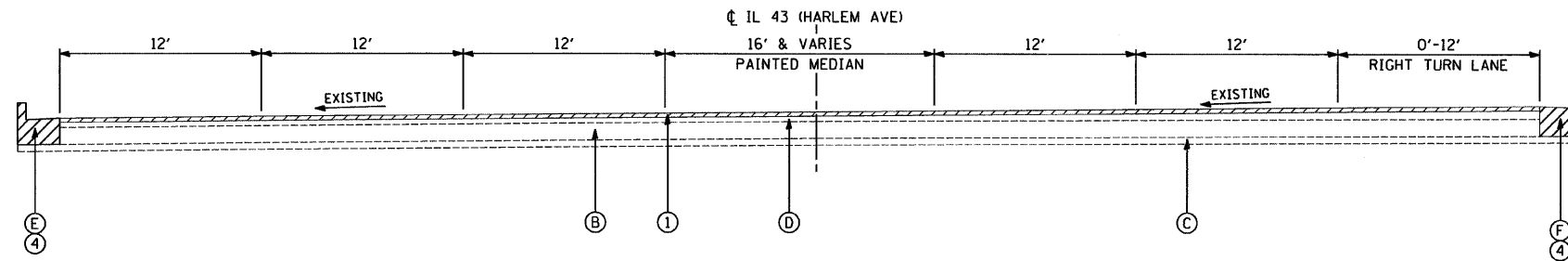
- ① PCC SURFACE REMOVAL (VARIABLE DEPTH), 1 1/2" TO 0" (ON LOW SIDE OF PAVEMENT)
- ② POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- ③ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ④ MEDIAN REMOVAL PARTIAL DEPTH
- ⑤ COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DETERMINED BY THE ENGINEER)

SEE PLANS AND DISTRICT ONE DETAIL SHEETS FOR PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKER PLACEMENT.

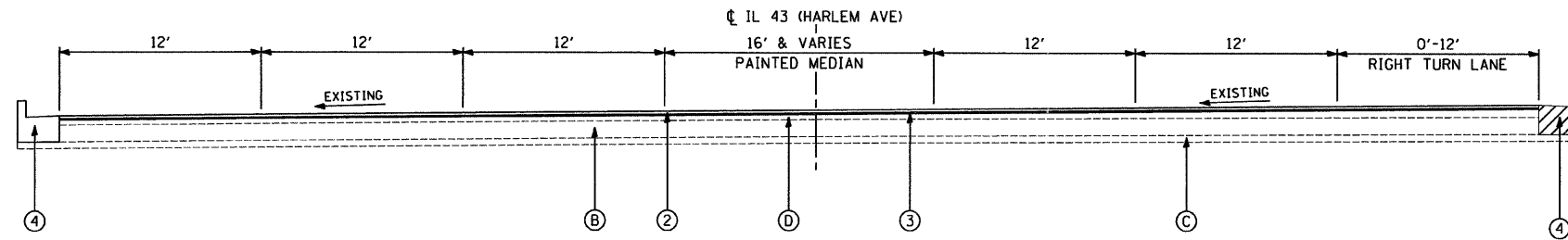
REFER TO DISTRICT ONE STANDARD HMA TAPER AT EDGE OF PCC PAVEMENT (BD33) FOR DETAILS

- OMIT BRIDGE SECTION

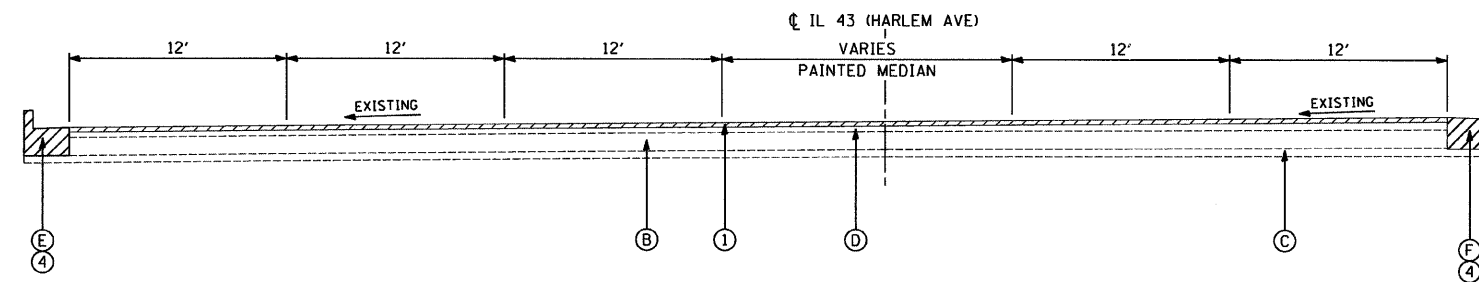
FILE NAME = *FILEL*	USER NAME = .USER.	DESIGNED - EF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 43 - 65th STREET TO 79th STREET TYPICAL SECTIONS			F.A.P. RTE. 348	SECTION 2010-084-RS	COUNTY COOK	TOTAL SHEETS 27	SHEET NO. 5
	PLOT SCALE = 50.0000' / IN.	CHECKED - RS	REVISED -					CONTRACT NO. 60L78				
PLOT DATE = 7/5/2011	DATE - 07-06-2011	REVISED -	SCALE: 50			SHEET NO. 2 OF 3 SHEETS		STA. TO STA.		ILLINOIS FED. AID PROJECT		



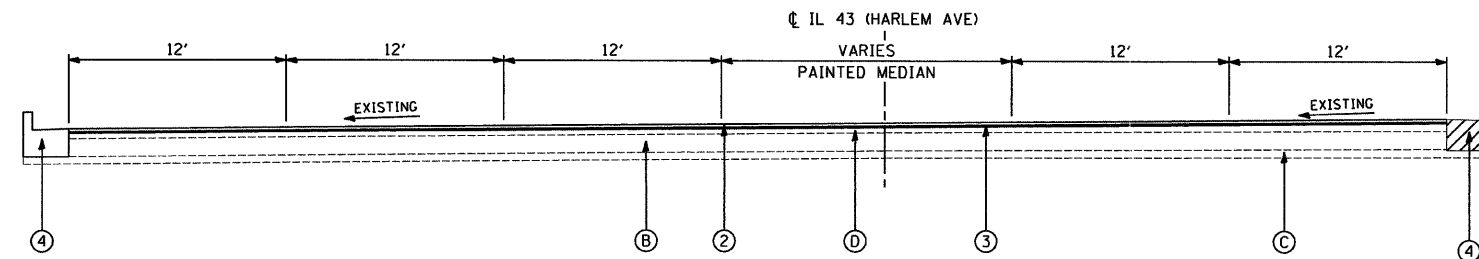
EXISTING TYPICAL SECTION
STA. 202+45 TO STA. 204+00



PROPOSED TYPICAL SECTION
STA. 202+45 TO STA. 204+00



EXISTING TYPICAL SECTION
STA. 204+00 TO 215+12



PROPOSED TYPICAL SECTION
STA. 204+00 TO 215+12

EXISTING CONDITIONS:

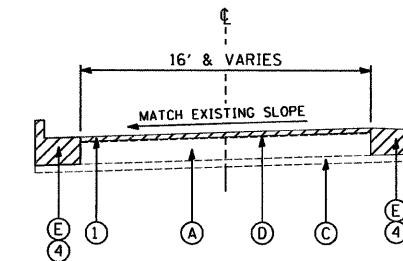
- (A) HMA BASE COURSE, 12"
- (B) PCC BASE COURSE
- (C) SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
- (D) HMA SURFACE (AFTER MILLING)
- (E) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (F) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.24
- ▨ ITEMS TO BE REMOVED

PROPOSED IMPROVEMENTS:

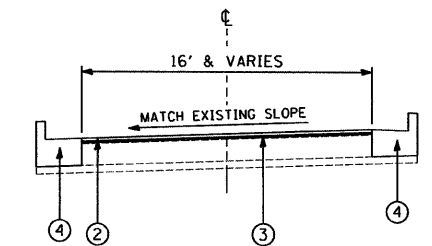
- (1) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (2) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- (3) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- (4) COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DETERMINED BY THE ENGINEER)

SEE PLANS AND DISTRICT ONE DETAIL SHEETS FOR PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKER PLACEMENT.

REFER TO DISTRICT ONE STANDARD HMA TAPER AT EDGE OF PCC PAVEMENT (BD33) FOR DETAILS



EXISTING TYPICAL SECTION
JUGHANDLE RAMP



PROPOSED TYPICAL SECTION
JUGHANDLE RAMP

FILE NAME =
#FILEL#

USER NAME = JUSER

PLOT SCALE = 50.0000' / IN.
PLOT DATE = 7/5/2011

DESIGNED - EF
DRAWN - EF
CHECKED - RS
DATE - 07-06-2011

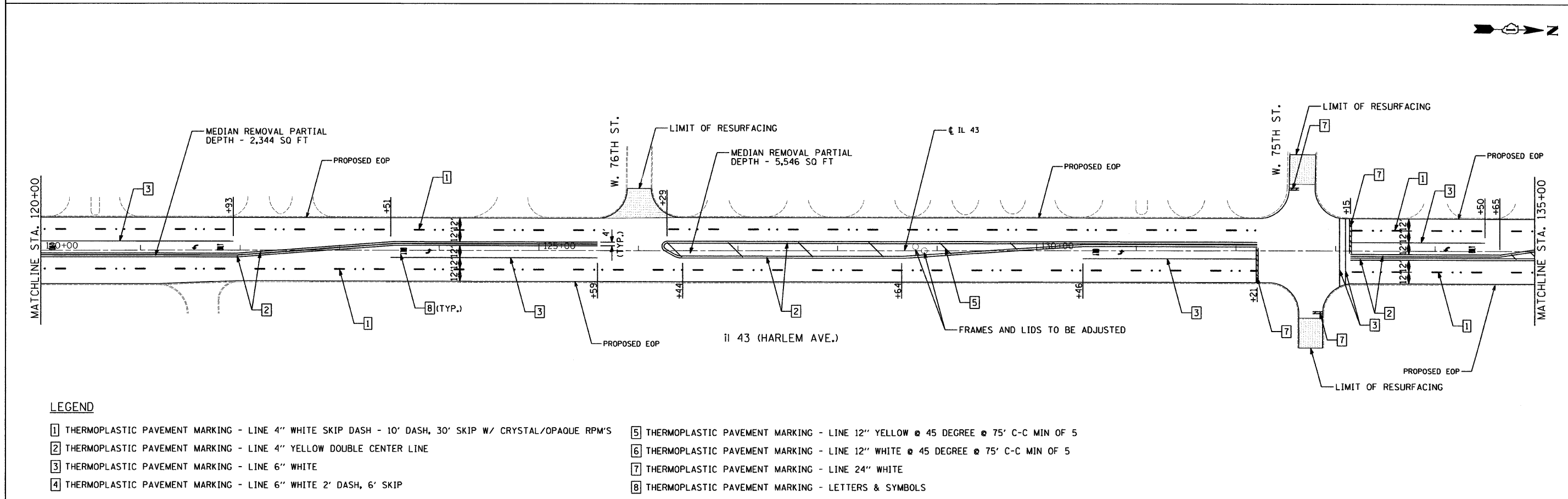
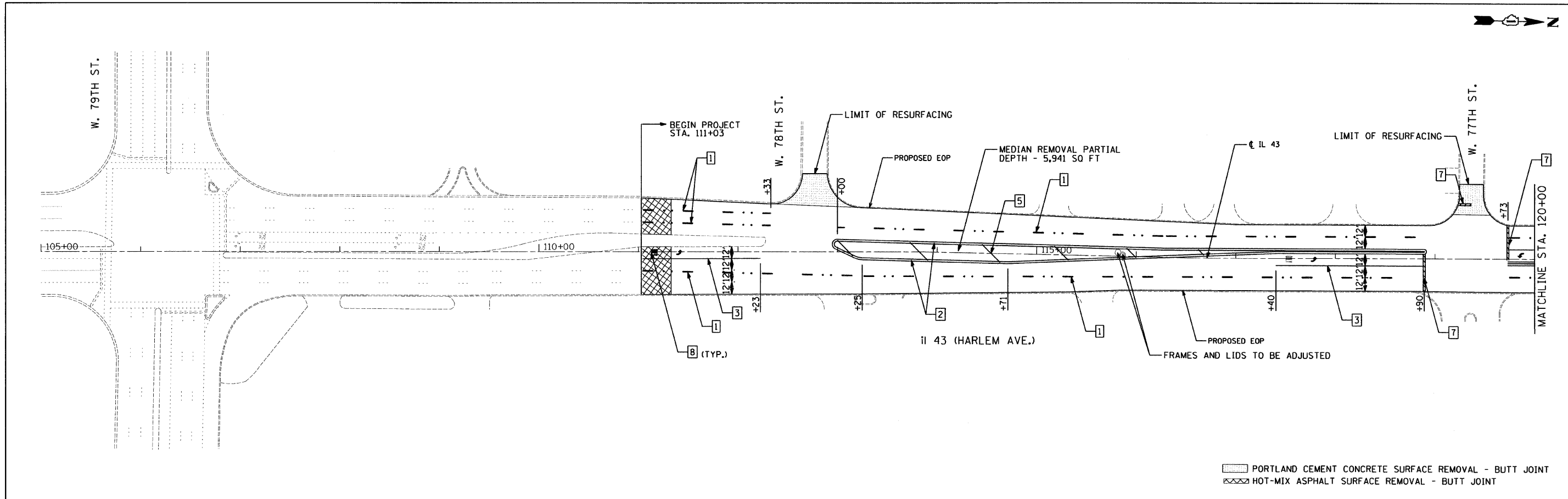
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 43 - 65th STREET TO 79th STREET
TYPICAL SECTIONS

SCALE: 50 SHEET NO. 3 OF 3 SHEETS STA. TO STA.

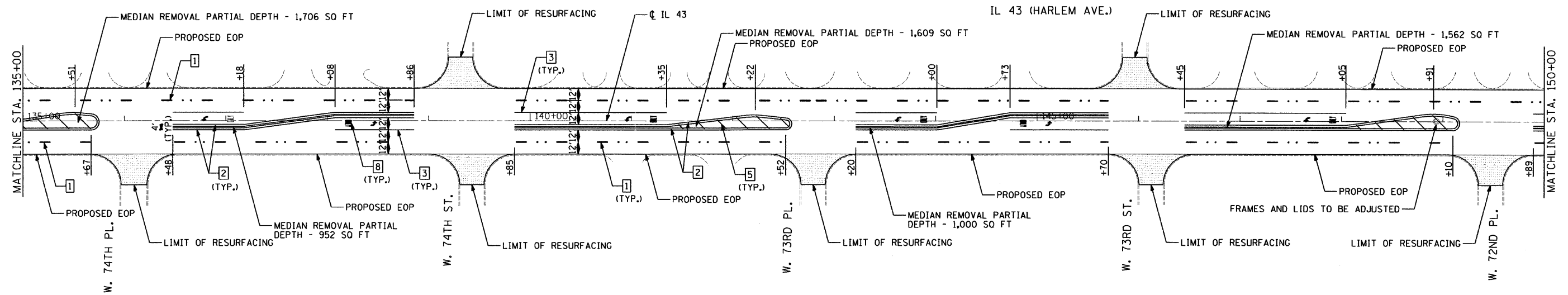
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2010-084-RS	COOK	27	6
CONTRACT NO. 60L78				
ILLINOIS FED. AID PROJECT				



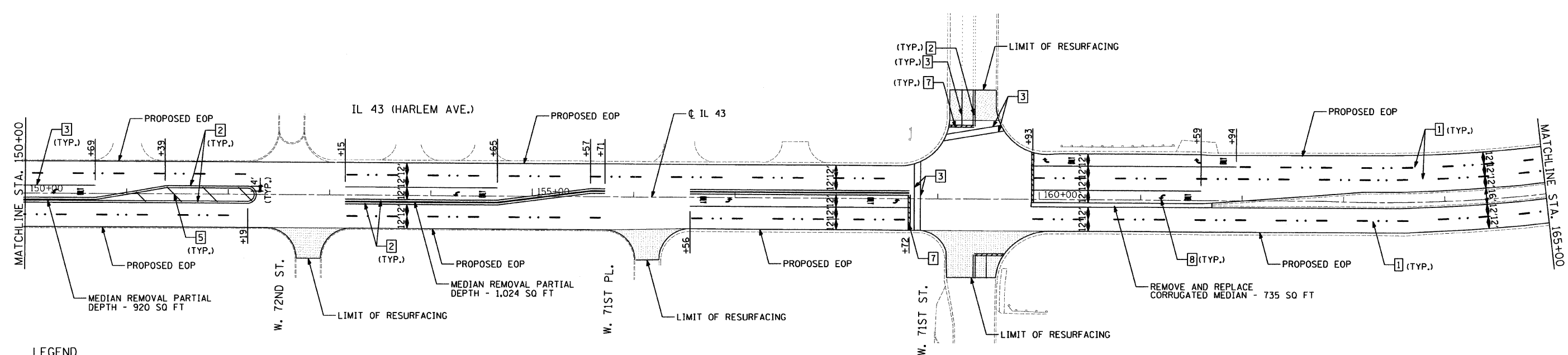
LEGEND

- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SKIP DASH - 10' DASH, 30' SKIP W/ CRYSTAL/OPAQUE RPM'S
- 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW DOUBLE CENTER LINE
- 3 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE
- 4 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE 2' DASH, 6' SKIP
- 5 THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW @ 45 DEGREE @ 75' C-C MIN OF 5
- 6 THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE @ 45 DEGREE @ 75' C-C MIN OF 5
- 7 THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE
- 8 THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 43 - 65th STREET TO 79th STREET ROADWAY AND PAVEMENT MARKING PLANS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL*	PLOT SCALE = 50.0000" / IN.	DRAWN - EF	REVISED -			348	2010-084-RS	COOK	27	7	
	PLOT DATE = 7/5/2011	CHECKED - RS	REVISED -			CONTRACT NO. 60L78					
		DATE - 07-06-2011	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 50	SHEET NO. 1 OF 4 SHEETS		STA. 105+00 TO STA. 135+00			



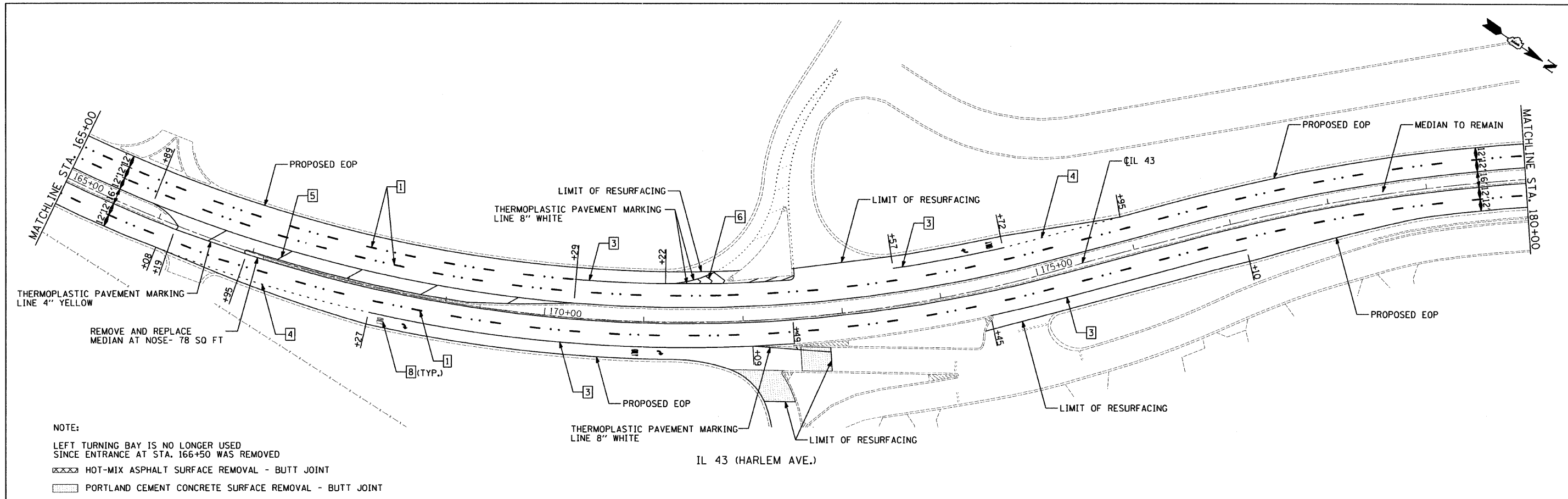
[XXXX] HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
 [XXXX] PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT



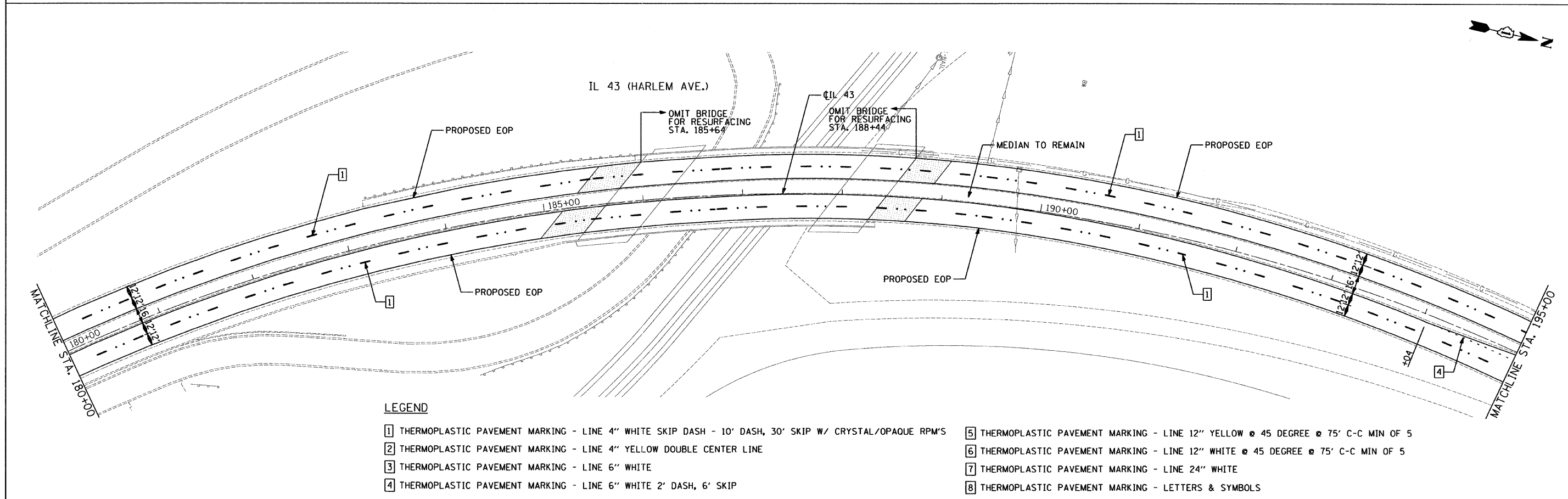
LEGEND

- [1] THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SKIP DASH - 10' DASH, 30' SKIP W/ CRYSTAL/OPAQUE RPM'S
- [2] THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW DOUBLE CENTER LINE
- [3] THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE
- [4] THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE 2' DASH, 6' SKIP
- [5] THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW @ 45 DEGREE @ 75' C-C MIN OF 5
- [6] THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE @ 45 DEGREE @ 75' C-C MIN OF 5
- [7] THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE
- [8] THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 43 - 65th STREET TO 79th STREET ROADWAY AND PAVEMENT MARKING PLANS	F.A.P. RTE. 348	SECTION 2010-084-RS	COUNTY COOK	TOTAL SHEETS 27	SHEET NO. 8		
#FILEL#	PLOT SCALE = 50.0017' / IN.	DRAWN - EF	REVISED -			SCALE: 50	SHEET NO. 2 OF 4 SHEETS	STA. 135+00	TO STA. 165+00	CONTRACT NO. 60L78		
	PLOT DATE = 7/5/2011	CHECKED - RS	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE - 07-06-2011	REVISED -									

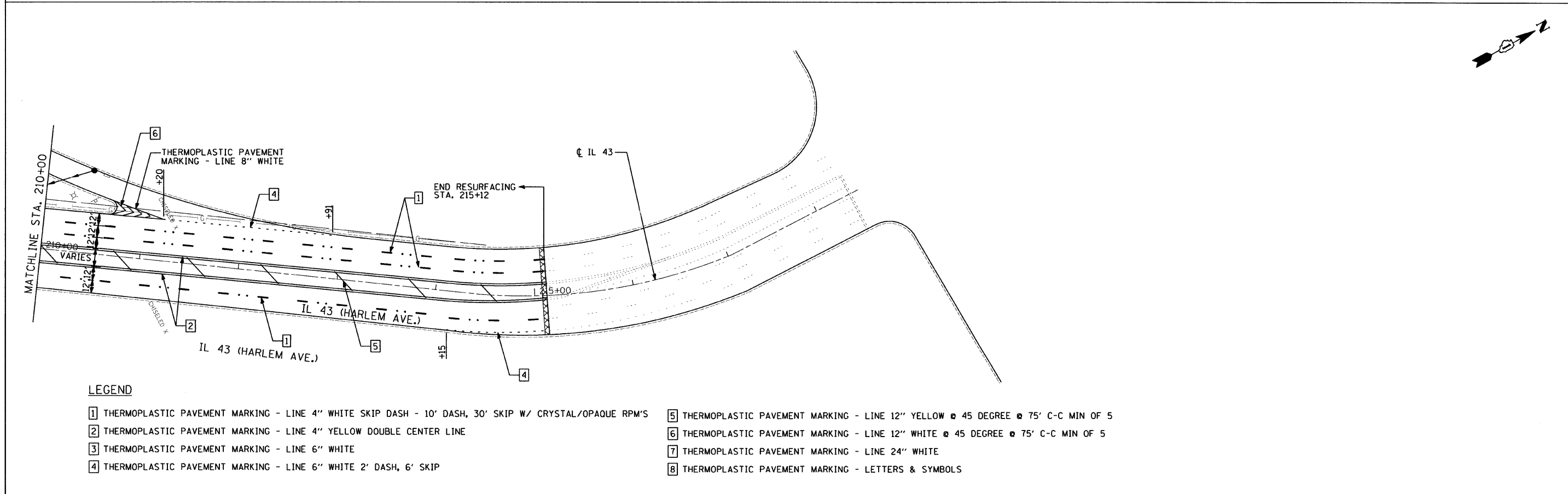
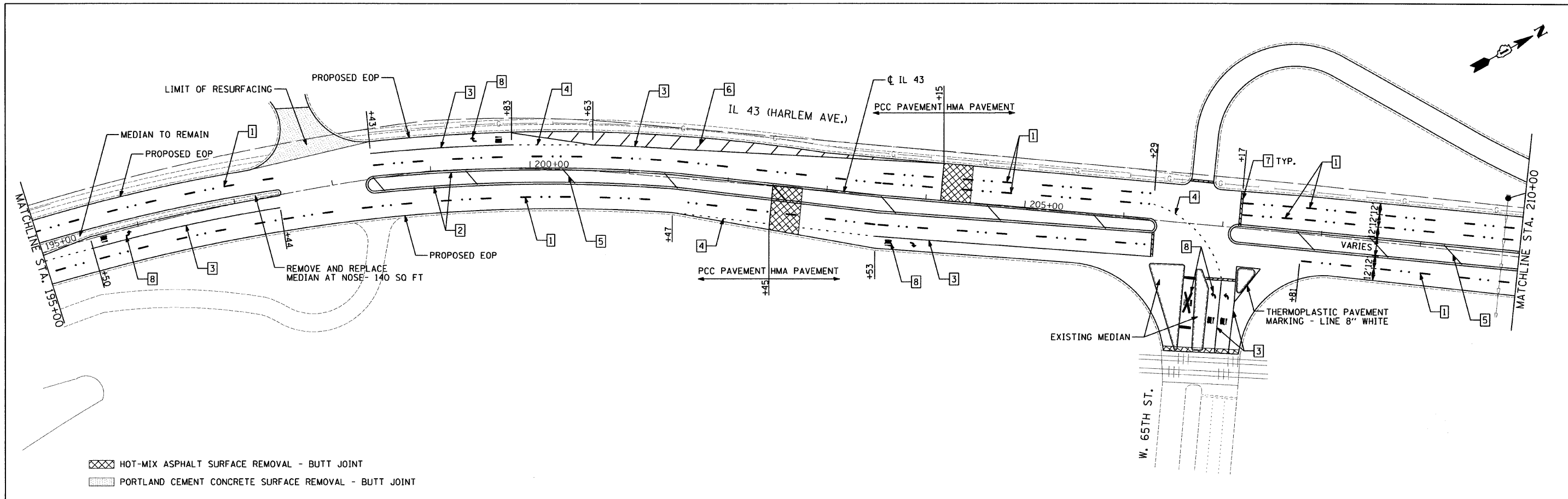


NOTE:
 LEFT TURNING BAY IS NO LONGER USED
 SINCE ENTRANCE AT STA. 166+50 WAS REMOVED
 [Symbol] HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
 [Symbol] PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT



- LEGEND**
- [1] THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SKIP DASH - 10' DASH, 30' SKIP W/ CRYSTAL/OPAQUE RPM'S
 - [2] THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW DOUBLE CENTER LINE
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 - [5] THERMOPLASTIC PAVEMENT MARKING - LINE 12" YELLOW @ 45 DEGREE @ 75' C-C MIN OF 5
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 - [7] THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE
 - [8] THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 43 - 65th STREET TO 79th STREET ROADWAY AND PAVEMENT MARKING PLANS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 7/5/2011	CHECKED - RS	REVISED -			CONTRACT NO. 60L78					
		DATE - 07-06-2011	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 50	SHEET NO. 3 OF 4 SHEETS		STA. 165+00 TO STA. 195+00			



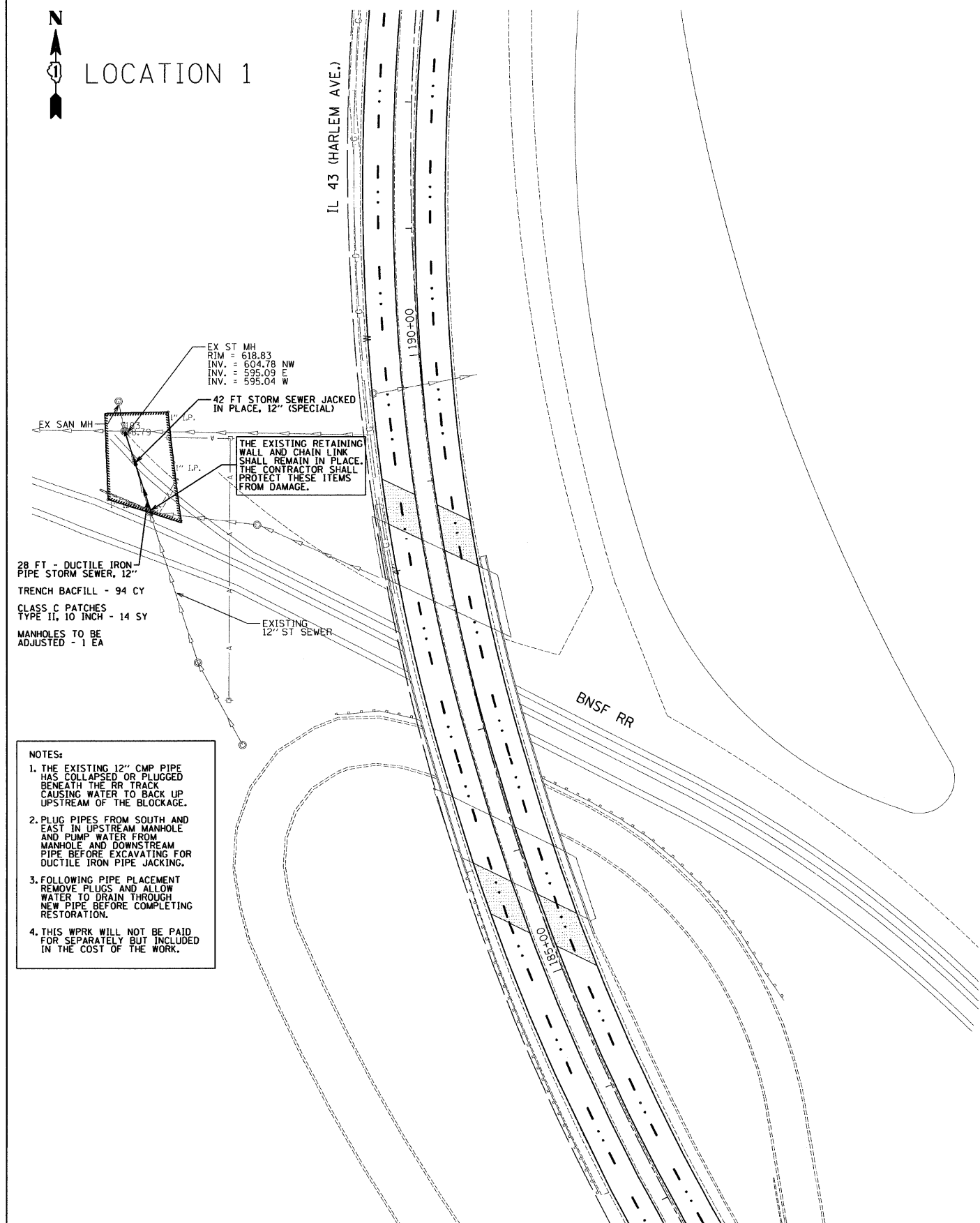
LEGEND

- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SKIP DASH - 10' DASH, 30' SKIP W/ CRYSTAL/OPAQUE RPM'S
- 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW DOUBLE CENTER LINE
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- 8 THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 43 - 65th STREET TO 79th STREET ROADWAY AND PAVEMENT MARKING PLANS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
FILEL	PLOT SCALE = 50.0067' / IN.	DRAWN - EF	REVISED -			348	2010-084-RS	COOK	27	10	
	PLOT DATE = 7/5/2011	CHECKED - RS	REVISED -			CONTRACT NO. 60L78					
		DATE - 07-06-2011	REVISED -			ILLINOIS FED. AID PROJECT					



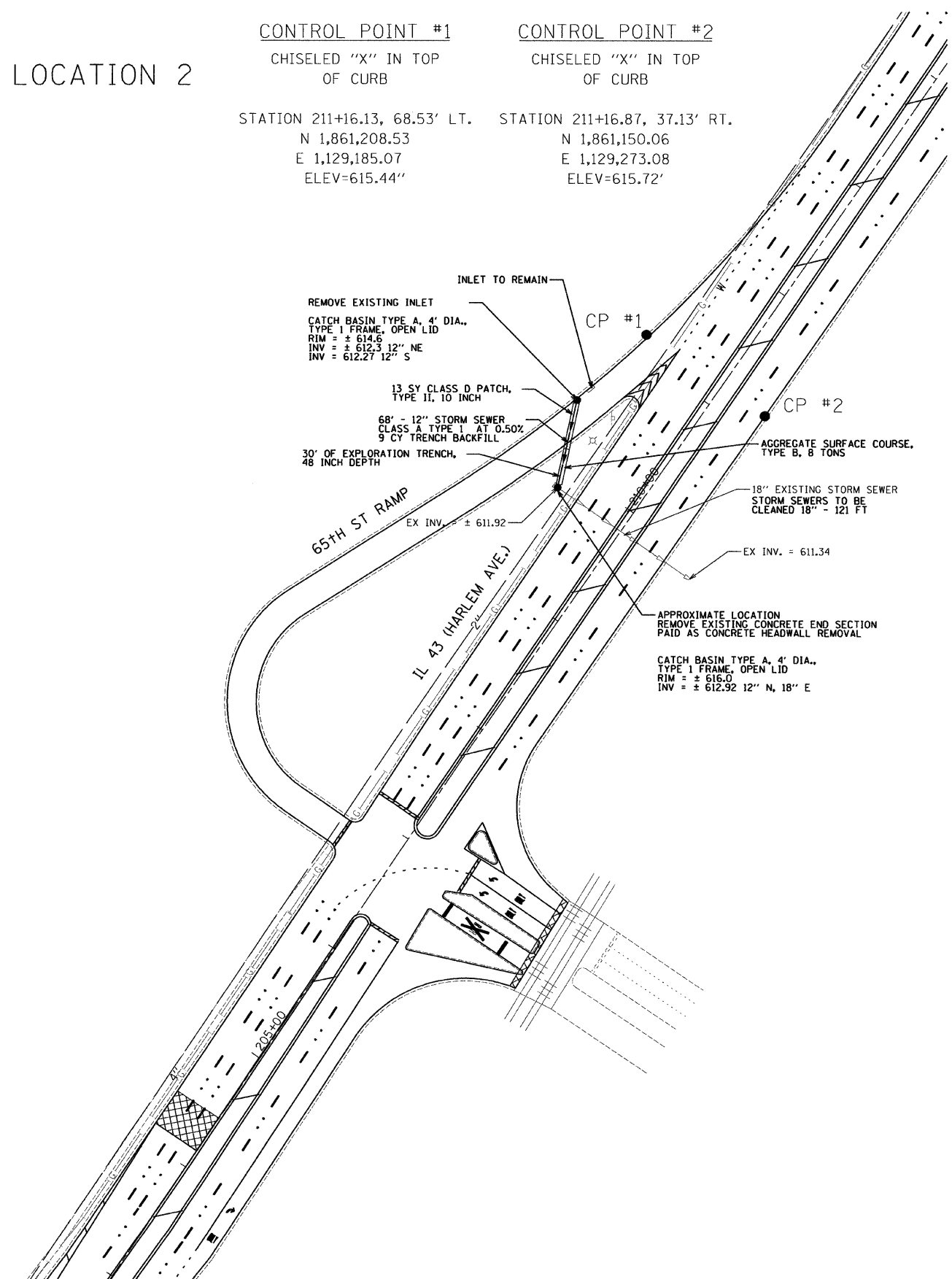
LOCATION 1



- NOTES:**
1. THE EXISTING 12" CMP PIPE HAS COLLAPSED OR PLUGGED BENEATH THE RR TRACK CAUSING WATER TO BACK UP UPSTREAM OF THE BLOCKAGE.
 2. PLUG PIPES FROM SOUTH AND EAST IN UPSTREAM MANHOLE AND PUMP WATER FROM MANHOLE AND DOWNSTREAM PIPE BEFORE EXCAVATING FOR DUCTILE IRON PIPE JACKING.
 3. FOLLOWING PIPE PLACEMENT REMOVE PLUGS AND ALLOW WATER TO DRAIN THROUGH NEW PIPE BEFORE COMPLETING RESTORATION.
 4. THIS WPRK WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF THE WORK.



LOCATION 2



CONTROL POINT #1
 CHISELED "X" IN TOP OF CURB
 STATION 211+16.13, 68.53' LT.
 N 1,861,208.53
 E 1,129,185.07
 ELEV=615.44"

CONTROL POINT #2
 CHISELED "X" IN TOP OF CURB
 STATION 211+16.87, 37.13' RT.
 N 1,861,150.06
 E 1,129,273.08
 ELEV=615.72"

FILE NAME =	USER NAME = .USER.	DESIGNED - TP	REVISED -
\$FILEL\$		DRAWN - EF	REVISED -
	PLOT SCALE = 50.0000' / IN.	CHECKED - RS	REVISED -
	PLOT DATE = 7/5/2011	DATE - 07-06-2011	REVISED -

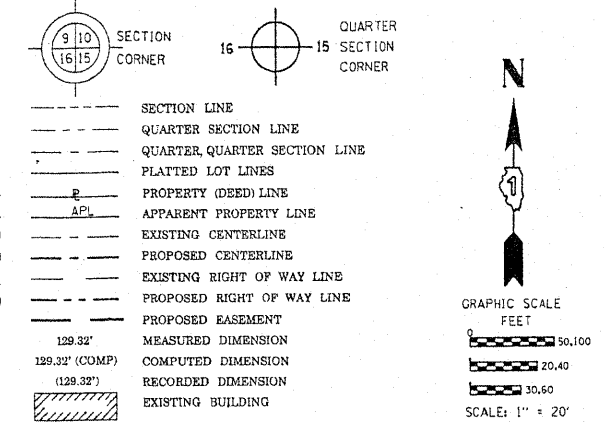
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 43 - 65th STREET TO 79th STREET
 DRAINAGE IMPROVEMENTS

SCALE: 50 SHEET NO. 1 OF 1 SHEETS STA. TO STA.

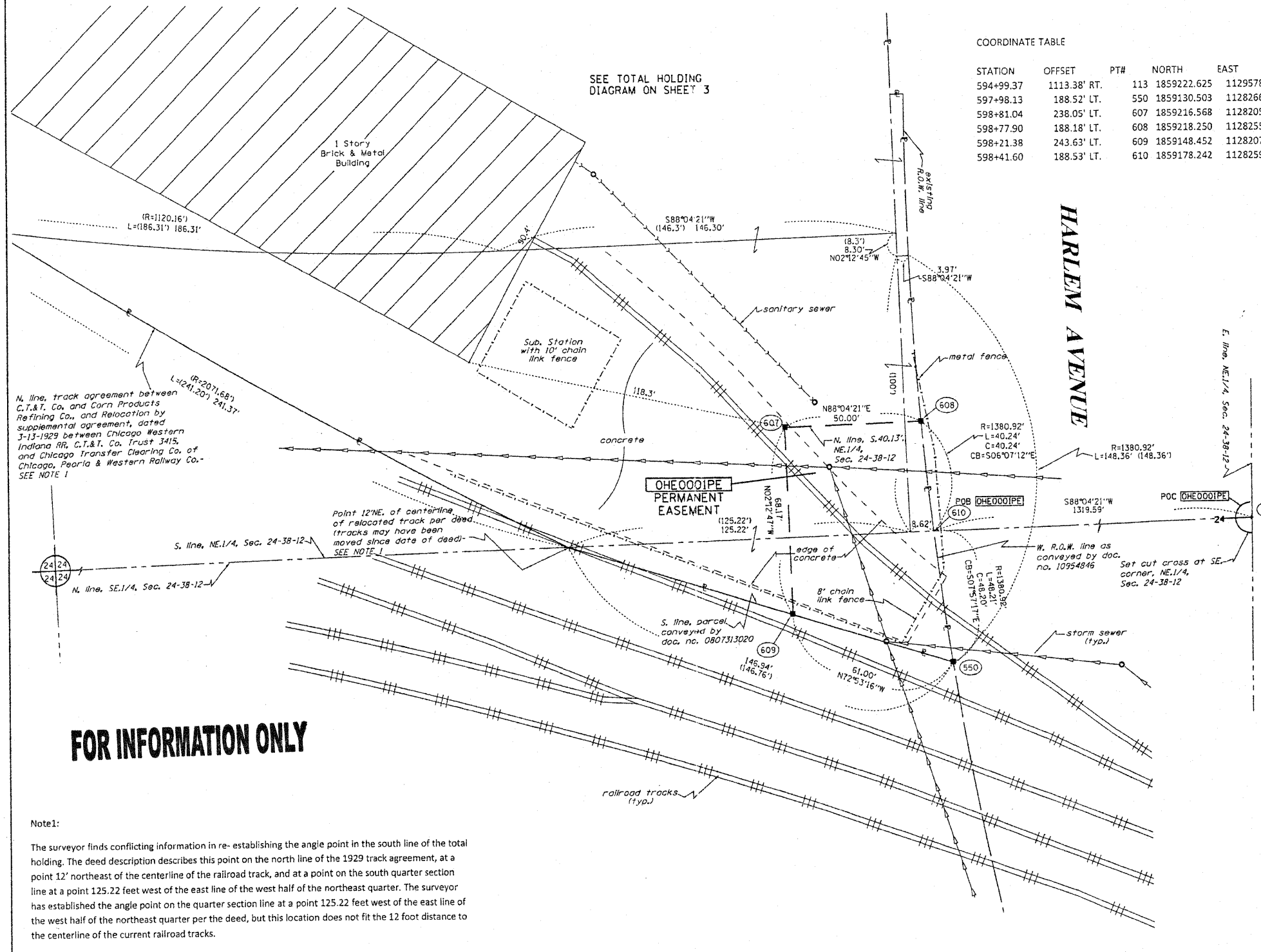
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2010-084-RS	COOK	27	11
CONTRACT NO. 60L78				
ILLINOIS FED. AID PROJECT				

LEGEND



COORDINATE TABLE

STATION	OFFSET	PT#	NORTH	EAST
594+99.37	1113.38' RT.	113	1859222.625	1129578.331
597+98.13	188.52' LT.	550	1859130.503	1128266.161
598+81.04	238.05' LT.	607	1859216.568	1128205.229
598+77.90	188.18' LT.	608	1859218.250	1128255.200
598+21.38	243.63' LT.	609	1859148.452	1128207.861
598+41.60	188.53' LT.	610	1859178.242	1128259.490



SEE TOTAL HOLDING DIAGRAM ON SHEET 3

HARLEM AVENUE

N. line, track agreement between C.T.&T. Co. and Corn Products Refining Co., and Relocation by supplemental agreement, dated 3-13-1929 between Chicago Western Indiana RR, C.T.&T. Co. Trust 3415, and Chicago Transfer Clearing Co. of Chicago, Peoria & Western Railway Co. - SEE NOTE 1

Point 12' NE of centerline of relocated track per deed (tracks may have been moved since date of deed) - SEE NOTE 1

FOR INFORMATION ONLY

Note 1:

The surveyor finds conflicting information in re-establishing the angle point in the south line of the total holding. The deed description describes this point on the north line of the 1929 track agreement, at a point 12' northeast of the centerline of the railroad track, and at a point on the south quarter section line at a point 125.22 feet west of the east line of the west half of the northeast quarter. The surveyor has established the angle point on the quarter section line at a point 125.22 feet west of the east line of the west half of the northeast quarter per the deed, but this location does not fit the 12 foot distance to the centerline of the current railroad tracks.

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT ACRES	AREA SQUARE FEET	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
OHE0001	COULAS VIKING PARTNERS, LP AS TO AN UNDIVIDED 1/2 INTEREST AND COULAS FAMILY PARTNERS, LP AS TO AN UNDIVIDED 1/2 INTEREST	35.902	0.000	N/A	35.902	PE-0.095	N/A	ROW	18-24-212-002 18-24-212-006 18-24-212-008 thru 011 18-24-212-015 thru 020 18-24-213-006 thru 008	

COORDINATES SHOWN HEREON ARE GROUND BASED PROJECT COORDINATES.

MULTIPLY GROUND COORDINATES BY THE COMBINATION SCALE FACTOR OF 0.99997428, THEN ADD 47.810' TO NORTHINGS AND ADD 29.002' TO EASTINGS TO OBTAIN ILLINOIS STATE PLANE EAST ZONE NAD83 (2007) COORDINATES.

Bearings are referenced to the Illinois Coordinate System, NAD83, East Zone, as provided by the Illinois Department of Transportation.

- O IRON PIPE OR ROD FOUND
- + CUT CROSS FOUND OR SET
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- T2
- T3
- BT1 THESE STAKES IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT2
- BT3
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS)
COUNTY OF WILL)

THIS IS TO CERTIFY THAT I, RONALD F. HODGEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, RUETTIGER, TONELLI & ASSOCIATES, AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 89,) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 24, TOWNSHIP 38 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS _____ DAY OF _____, 20____ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2630
LICENSE EXPIRATION DATE: 11-30-2012

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

RUETTIGER, TONELLI & ASSOCIATES, INC.
Land Surveyors/Engineers/Planners/Landscape Architects/G.I.S. Consultants
2114 ONEIDA STREET
JOLIET, ILLINOIS 60455
PH. (815) 744-6600 FAX (815) 744-0101

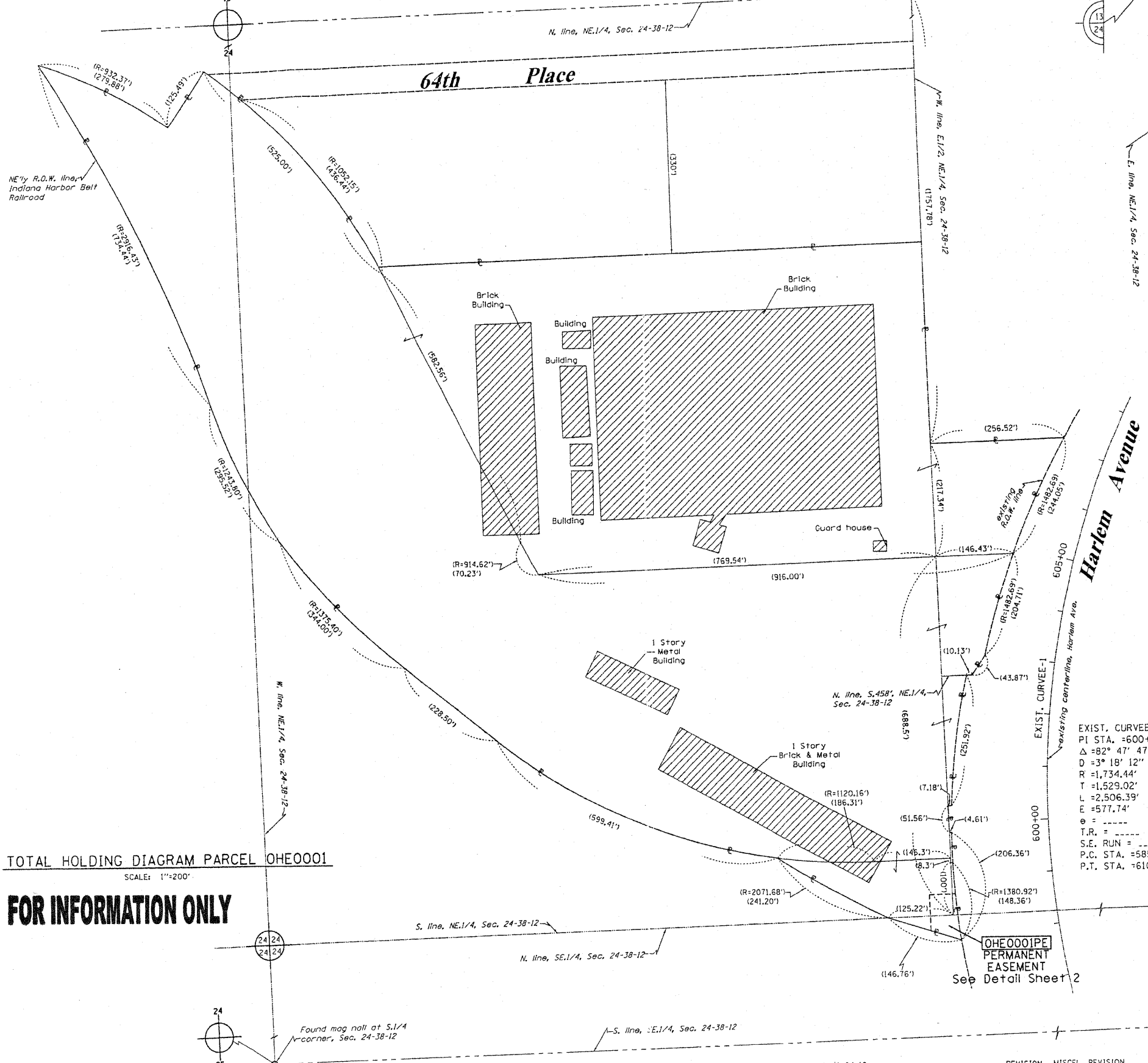
PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
IL ROUTE 43 (HARLEM AVENUE)

LIMITS: 65th to 79th St. COUNTY: COOK
PROJECT JOB NO.: R90-007-11
STATION 597+00 TO STATION 599+00
SCALE: 1"=20' SHEET 2 OF 3

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

RECEIVED
NOV 05 2010
PLATS & LEGALS

PART OF THE NE1/4 OF SECTION 24, TWP.38 N., R.12 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.



LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL
- APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- EXISTING BUILDING

Graphic Scale: 0 to 50.00 FEET

- Bearings are referenced to the Illinois Coordinate System, NAD83, East Zone, as provided by the Illinois Department of Transportation.
- IRON PIPE OR ROD FOUND
 - ⊕ "MAG" NAIL SET
 - + CUT CROSS FOUND OR SET
 - 3/8" REBAR SET
 - T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
 - T2
 - T3
 - BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
 - BT2
 - BT3
 - STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
 - STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
 - ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
 - RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS)
 COUNTY OF WILL)

THIS IS TO CERTIFY THAT I, RONALD F. HODGEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (M.E. RUETTIGER, TONELLI & ASSOCIATES, AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 89.) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 24, TOWNSHIP 38 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS _____ DAY OF _____, 20____ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2630
 LICENSE EXPIRATION DATE: 11-30-2012

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

RUETTIGER, TONELLI & ASSOCIATES, INC.
 Lead Surveyors/Engineers/Planners/Landscape Architects/C.I.S. Consultants
 2174 OMEGA STREET
 JOLIET, ILLINOIS 60438
 PH. (815) 744-6600 FAX (815) 744-0101

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 IL ROUTE 43 (HARLEM AVENUE)
 LIMITS: 65th to 79th St. COUNTY: COOK
 PROJECT JOB NO.: R90-007-11
 STATION 597+00 TO STATION 607+00
 SCALE: N/A SHEET 3 OF 3

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196

TOTAL HOLDING DIAGRAM PARCEL OHE0001
 SCALE: 1"=200'

FOR INFORMATION ONLY

RECEIVED
 NOV 05 2010
 PLATS & LEGALS

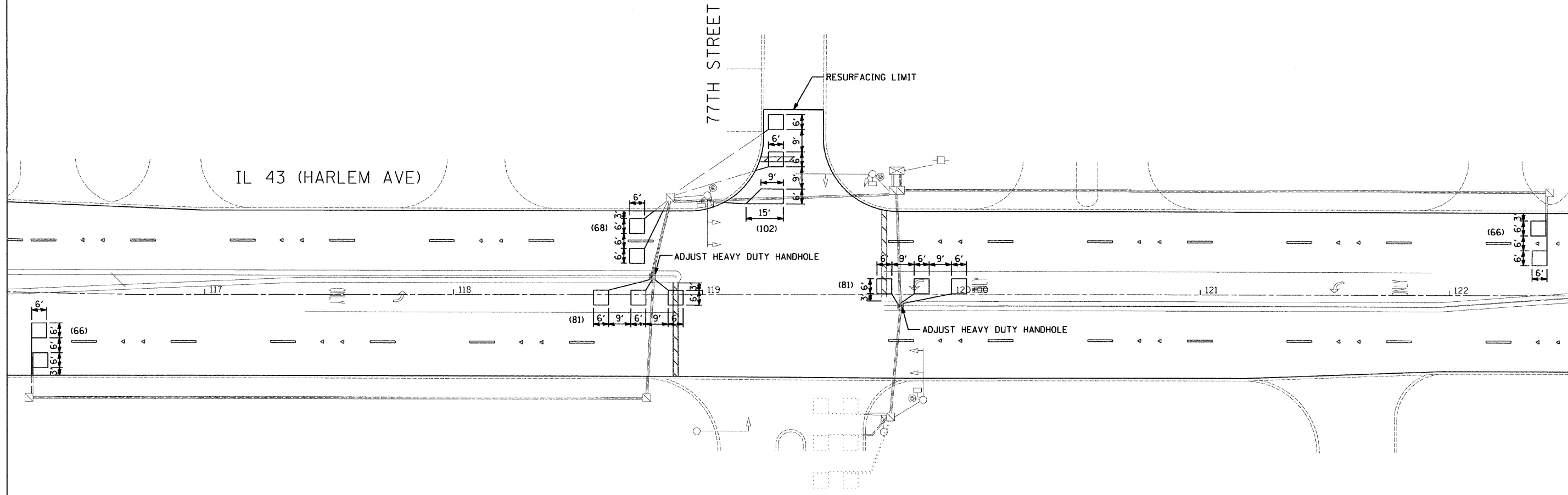
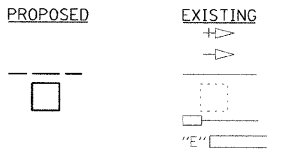
Sheet 118 of 27

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.



TRAFFIC SIGNAL LEGEND

SIGNAL HEAD WITH BACKPLATE
 SIGNAL HEAD
 GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED
 DETECTOR LOOP
 VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
 RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II

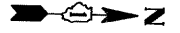


**THIS PLAN IS FOR THE SOLE PURPOSE OF
 DETECTOR LOOP REPLACEMENTS ONLY**

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	464
81400215	HEAVY DUTY HANDHOLE TO BE ADJUSTED	EACH	2

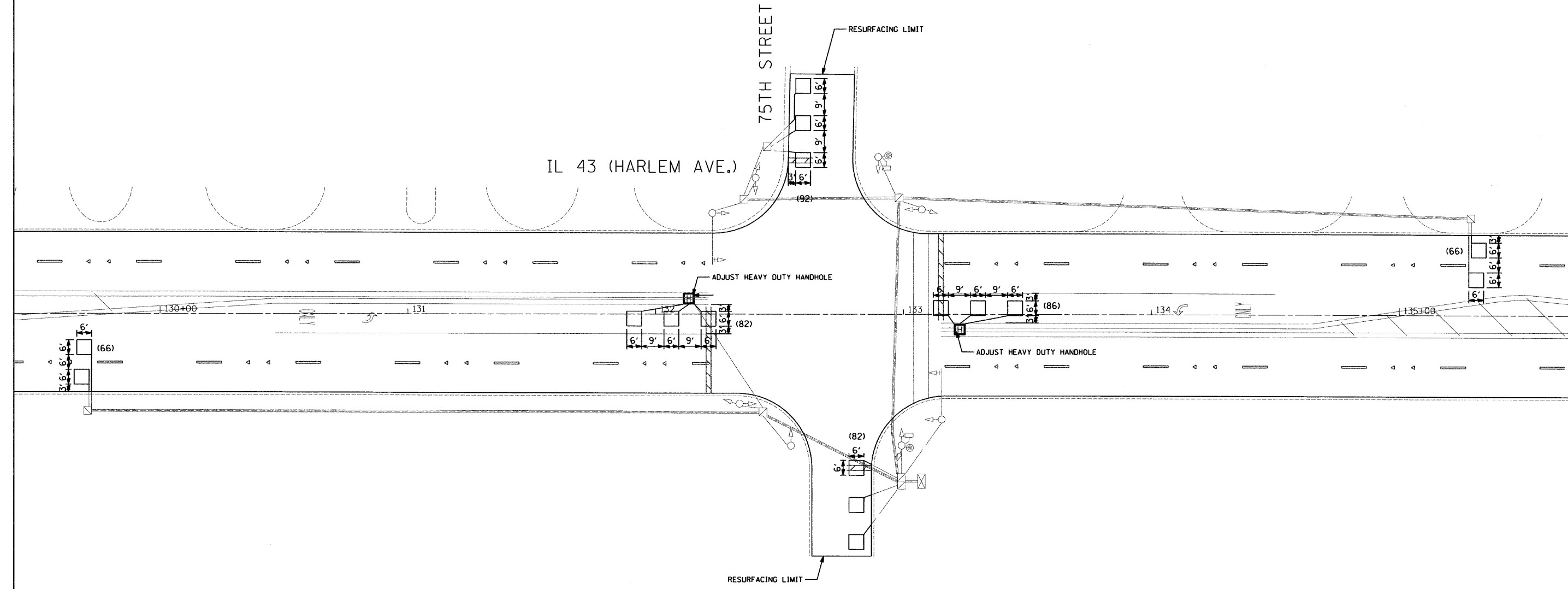
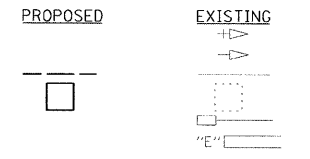
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#FILE#	PLOT SCALE = 20.0/169' / IN.	DRAWN - EF	REVISED -			348	2010-084-RS	COOK	27	12	
	PLOT DATE = 7/5/2011	CHECKED - RS	REVISED -			CONTRACT NO. 60L78					
		DATE - 07-06-2011	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 20	SHEET NO. 1 OF 4 SHEETS		STA.	TO STA.		

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.



TRAFFIC SIGNAL LEGEND

SIGNAL HEAD WITH BACKPLATE
 SIGNAL HEAD
 GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED
 DETECTOR LOOP
 VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
 RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II



**THIS PLAN IS FOR THE SOLE PURPOSE OF
 DETECTOR LOOP REPLACEMENTS ONLY**

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	474
81400215	HEAVY DUTY HANDHOLE TO BE ADJUSTED	EACH	2

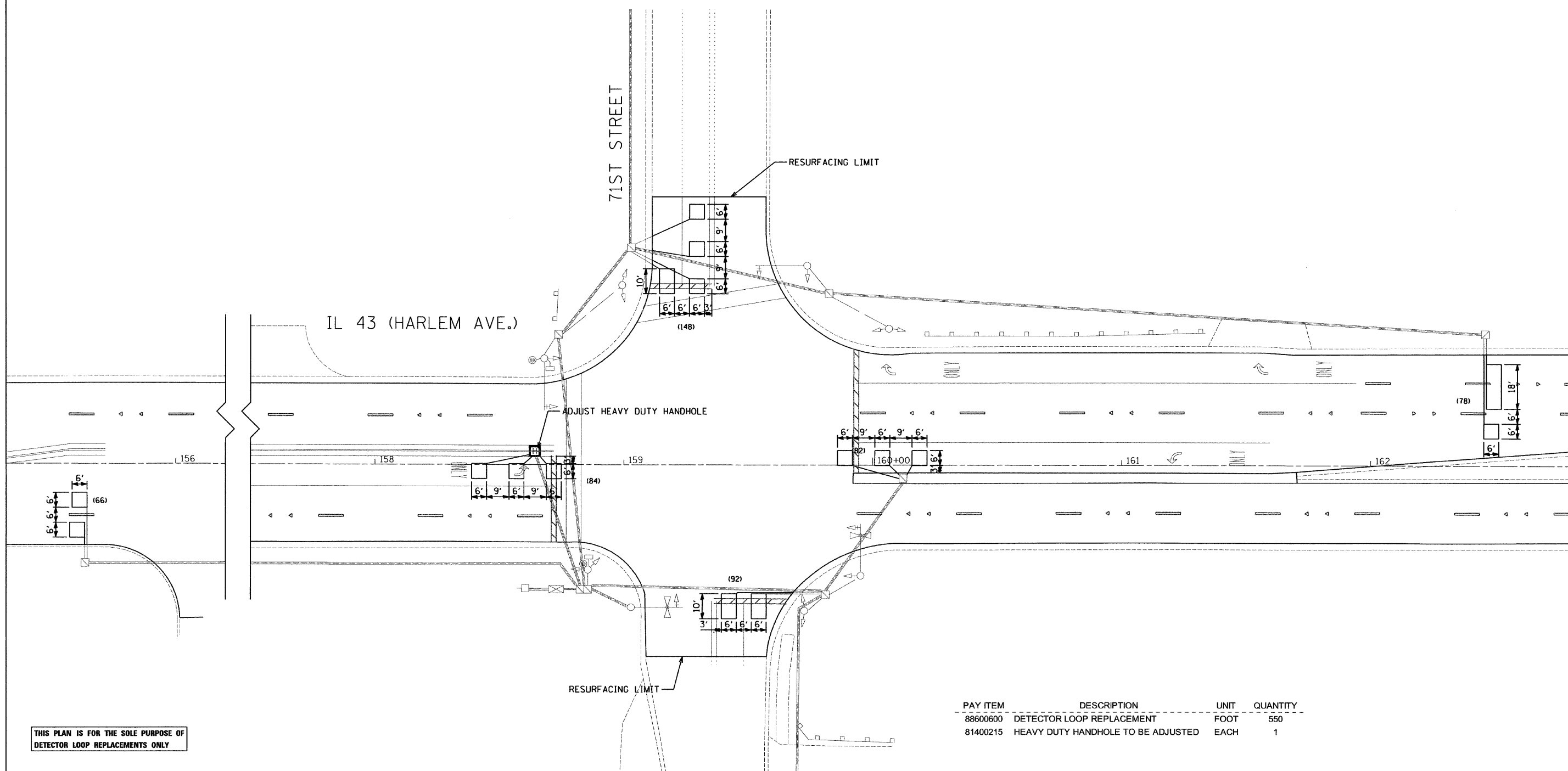
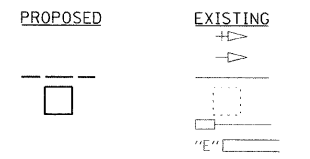
FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 43 - 65th STREET TO 79th STREET TRAFFIC SIGNAL DETECTOR LOOP REPLACEMENT	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#	PLOT SCALE = 20,0000' / IN.	DRAWN - EF	REVISED -			348	2010-084-RS	COOK	27	13	
	PLOT DATE = 7/5/2011	CHECKED - RS	REVISED -			CONTRACT NO. 60L78					
		DATE - 07-06-2011	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 20	SHEET NO. 2 OF 4 SHEETS		STA.	TO STA.		

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.



TRAFFIC SIGNAL LEGEND

SIGNAL HEAD WITH BACKPLATE
 SIGNAL HEAD
 GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED
 DETECTOR LOOP
 VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
 RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II



THIS PLAN IS FOR THE SOLE PURPOSE OF
 DETECTOR LOOP REPLACEMENTS ONLY

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	550
81400215	HEAVY DUTY HANDHOLE TO BE ADJUSTED	EACH	1

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	PLOT DATE = 7/5/2011	DATE - 07-06-2011	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 43 - 65th STREET TO 79th STREET
 TRAFFIC SIGNAL DETECTOR LOOP REPLACEMENT**

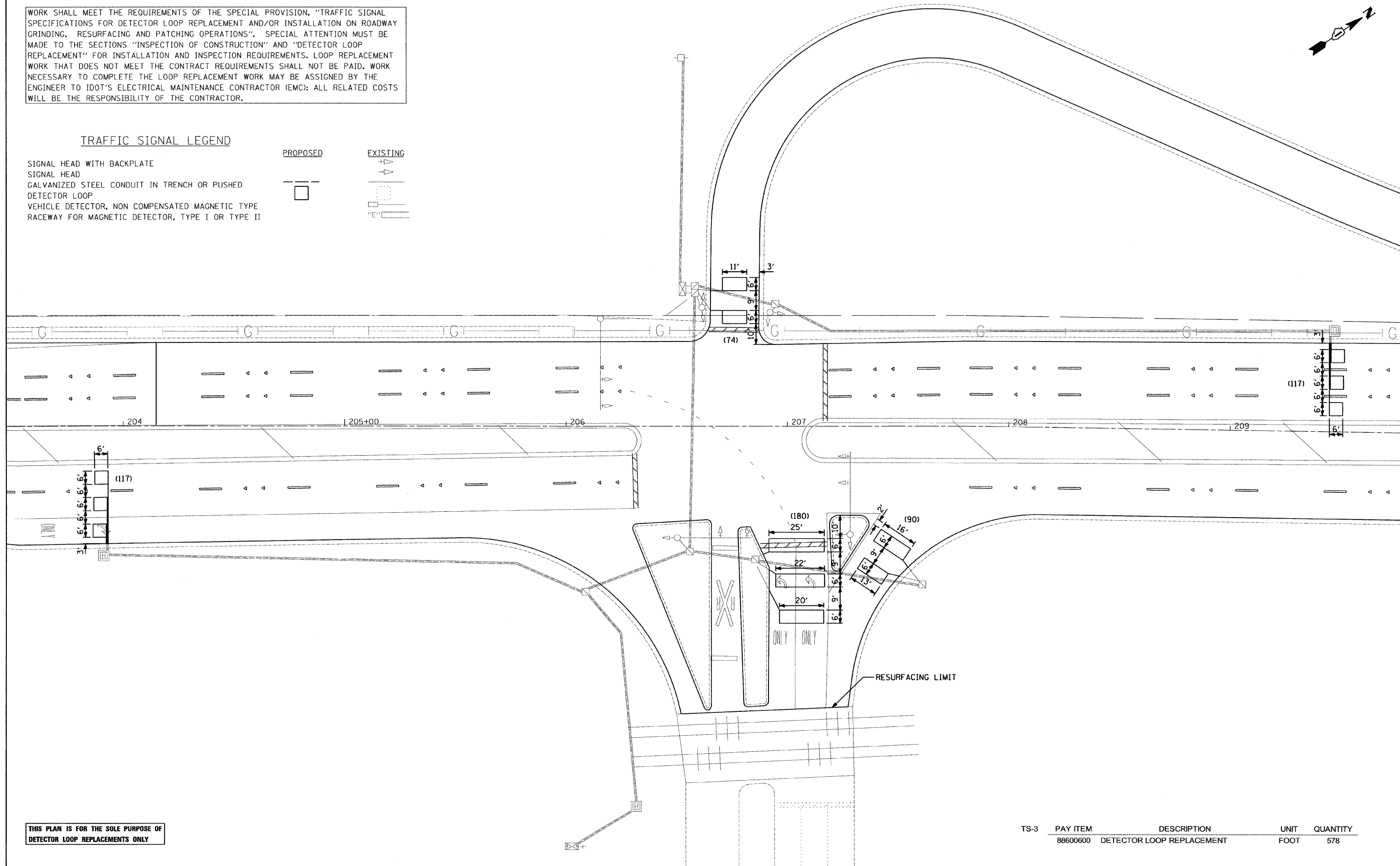
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2010-084-RS	COOK	27	14
CONTRACT NO. 60L78				
ILLINOIS FED. AID PROJECT				

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

SIGNAL HEAD WITH BACKPLATE	PROPOSED	EXISTING
SIGNAL HEAD		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		



THIS PLAN IS FOR THE SOLE PURPOSE OF
DETECTOR LOOP REPLACEMENTS ONLY

TS-3	PAY ITEM	DESCRIPTION	UNIT	QUANTITY
	88600600	DETECTOR LOOP REPLACEMENT	FOOT	578

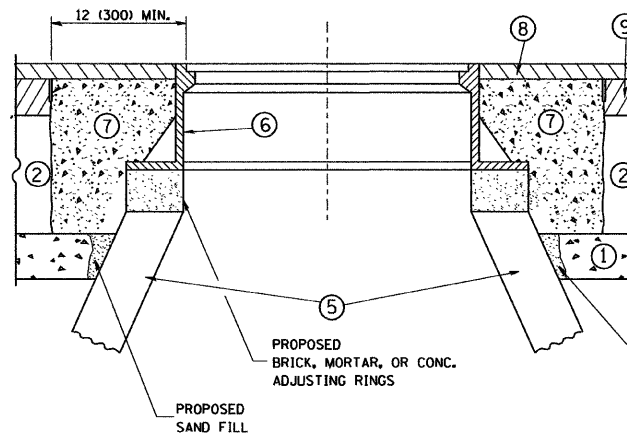
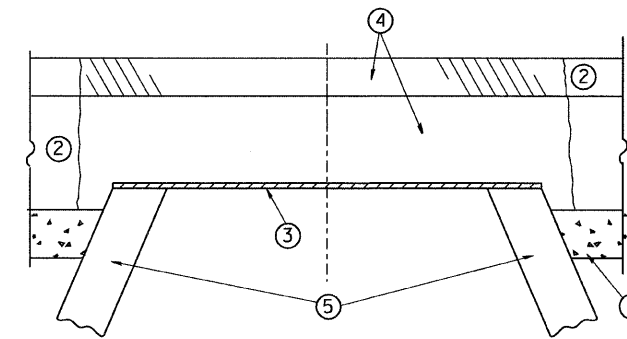
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 43 - 65th STREET TO 79th STREET
TRAFFIC SIGNAL DETECTOR LOOP REPLACEMENT**

SCALE: 20 SHEET NO. 4 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2010-084-RS	COOK	27	15
				CONTRACT NO. 60L78
ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"
NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

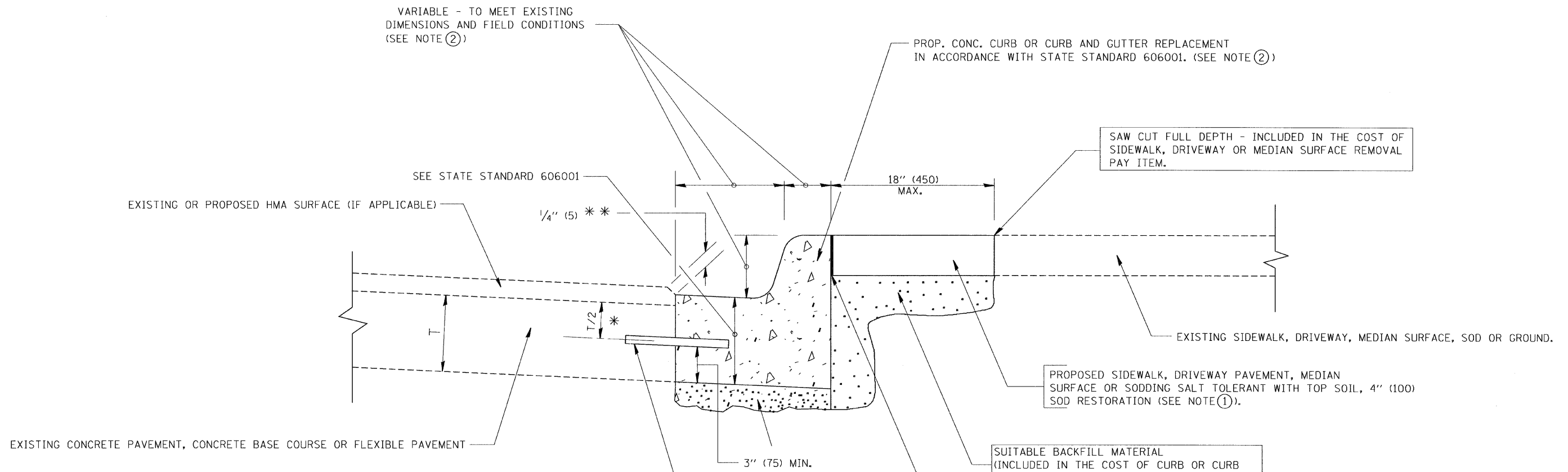
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = M:\diststd\22x34\bd98.dgn	USER NAME = gaglionobt	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			F.A.P. RTE. 348	SECTION 2010-084-RS	COUNTY COOK	TOTAL SHEETS 27	SHEET NO. 16
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	BD600-03 (BD-8)		CONTRACT NO.	60L78	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - R. WIEDEMAN 05-14-04									
		DATE - 10-25-94	REVISED - R. BORO 01-01-07									
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT												



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- * * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

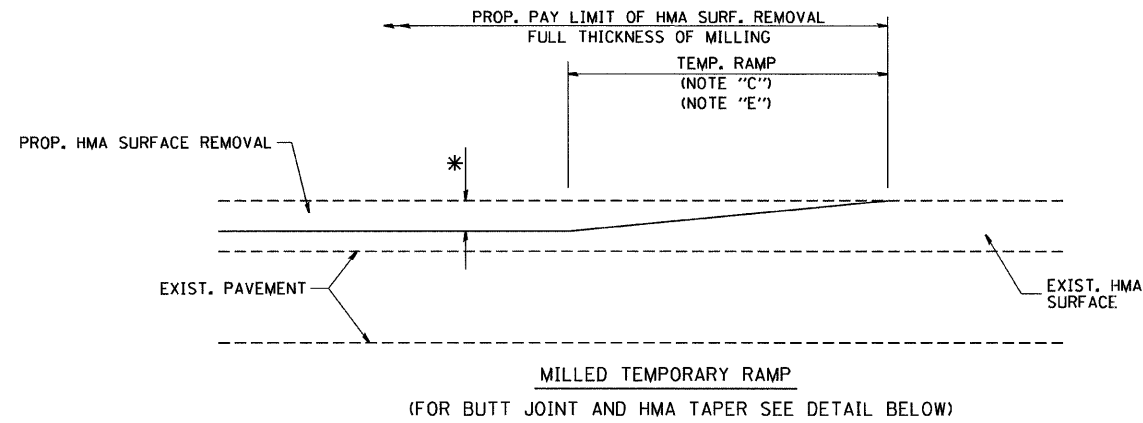
- SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)
- PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
- REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:
 THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

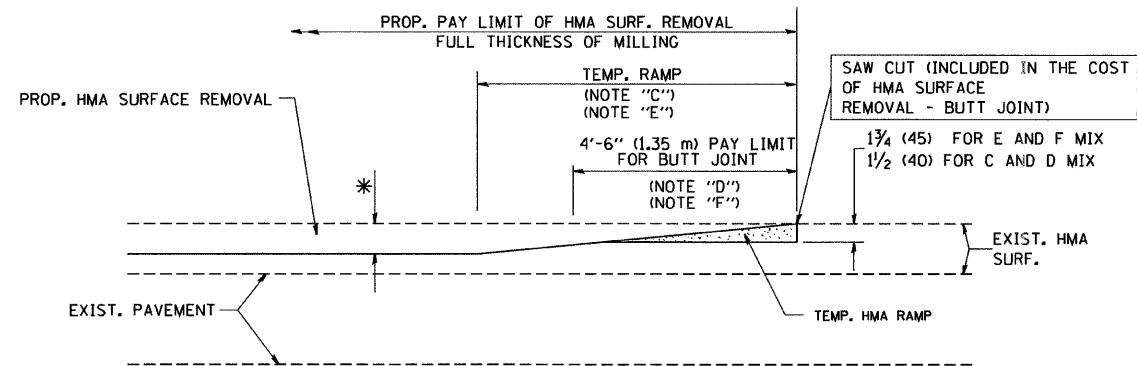
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. BORO 12-15-09			BD600-06 (BD-24)			CONTRACT NO. 60L78				
PLOT DATE = 12/15/2009	DATE - 03-11-94				SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

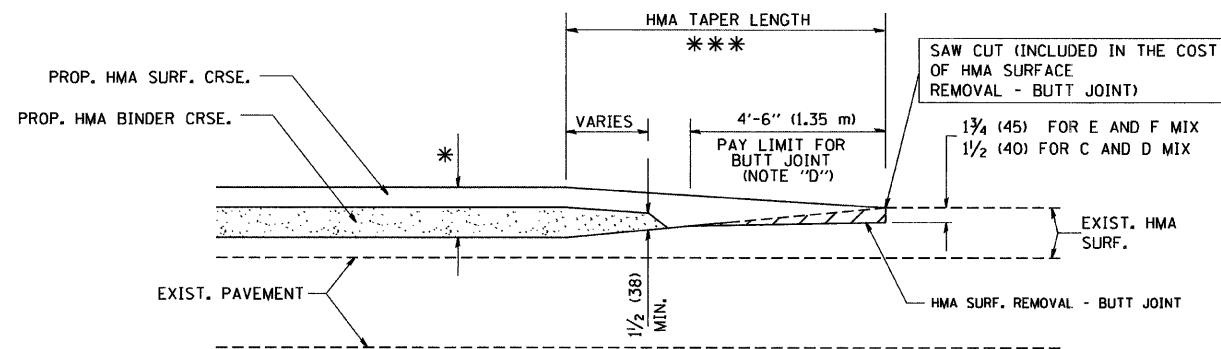
OPTION 1



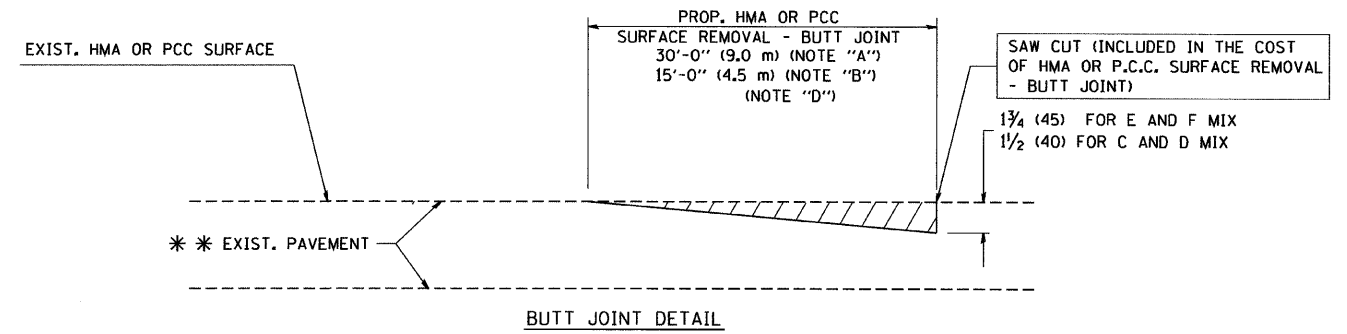
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

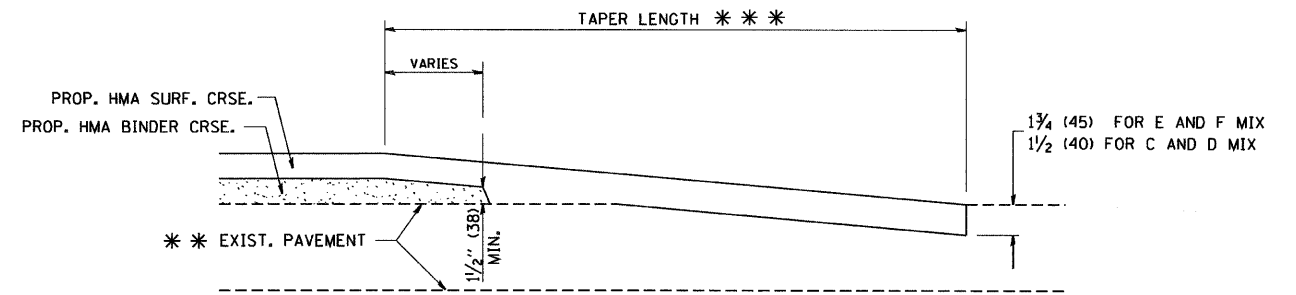
TYPICAL TEMPORARY RAMP



BUTT JOINT AND HMA TAPER
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- * * * 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

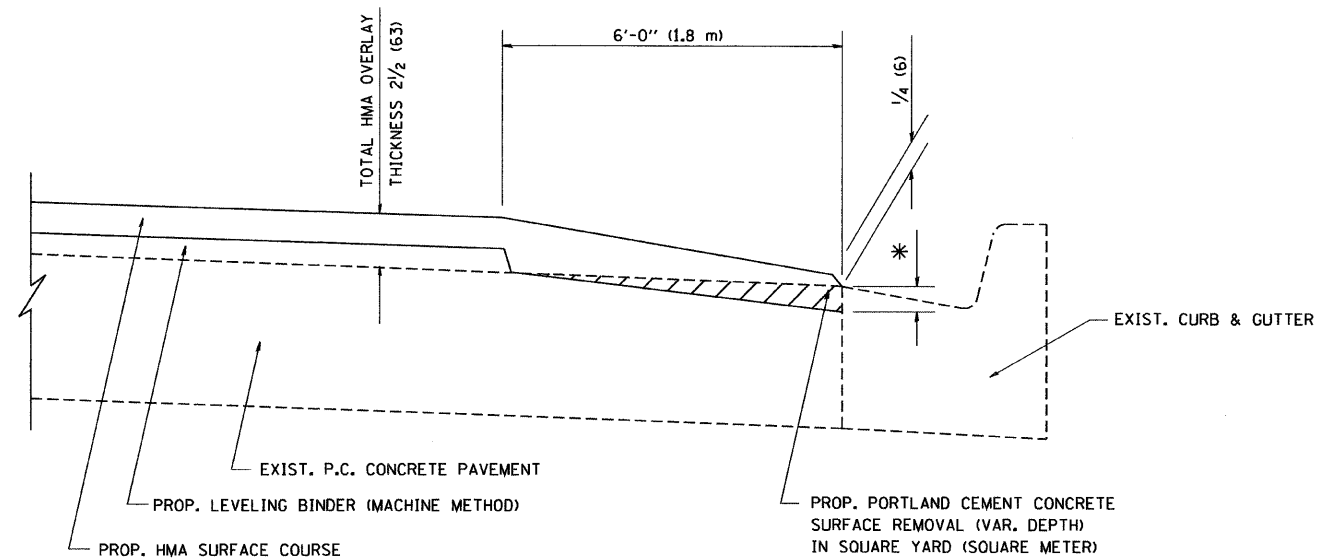
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = M:\diststd\22x34\bd32.dgn	USER NAME = gaglionobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		BUTT JOINT AND HMA TAPER DETAILS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
						348	2010-084-RS	COOK	27	18		
						BD400-05 BD32		CONTRACT NO. 60L78		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

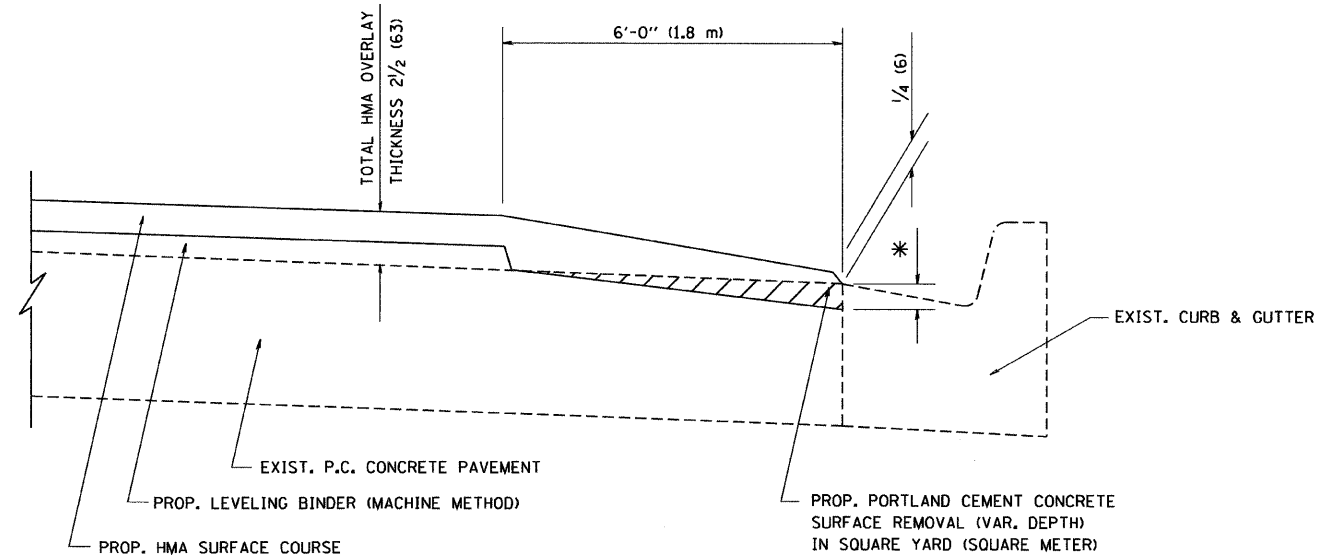


HMA TAPER AT
EDGE OF P.C.C PAVEMENT

HMA SURFACE		LEVELING BINDER		* MILLING AT GUTTER FLAG
MIX	THICKNESS	THICKNESS		
C OR D	1 1/2 (38)	1 (25)	1/4 (33)	
F	1 3/4 (44)	3/4 (19)	1/2 (38)	

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME - W:\distd\22x34\bd33.dgn	USER NAME - gaglionobt	DESIGNED - R. SHAH	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HMA TAPER AT EDGE OF P.C.C. PAVEMENT			F.A.P. RTE. 348	SECTION 2010-084-RS	COUNTY COOK	TOTAL SHEETS 27	SHEET NO. 19
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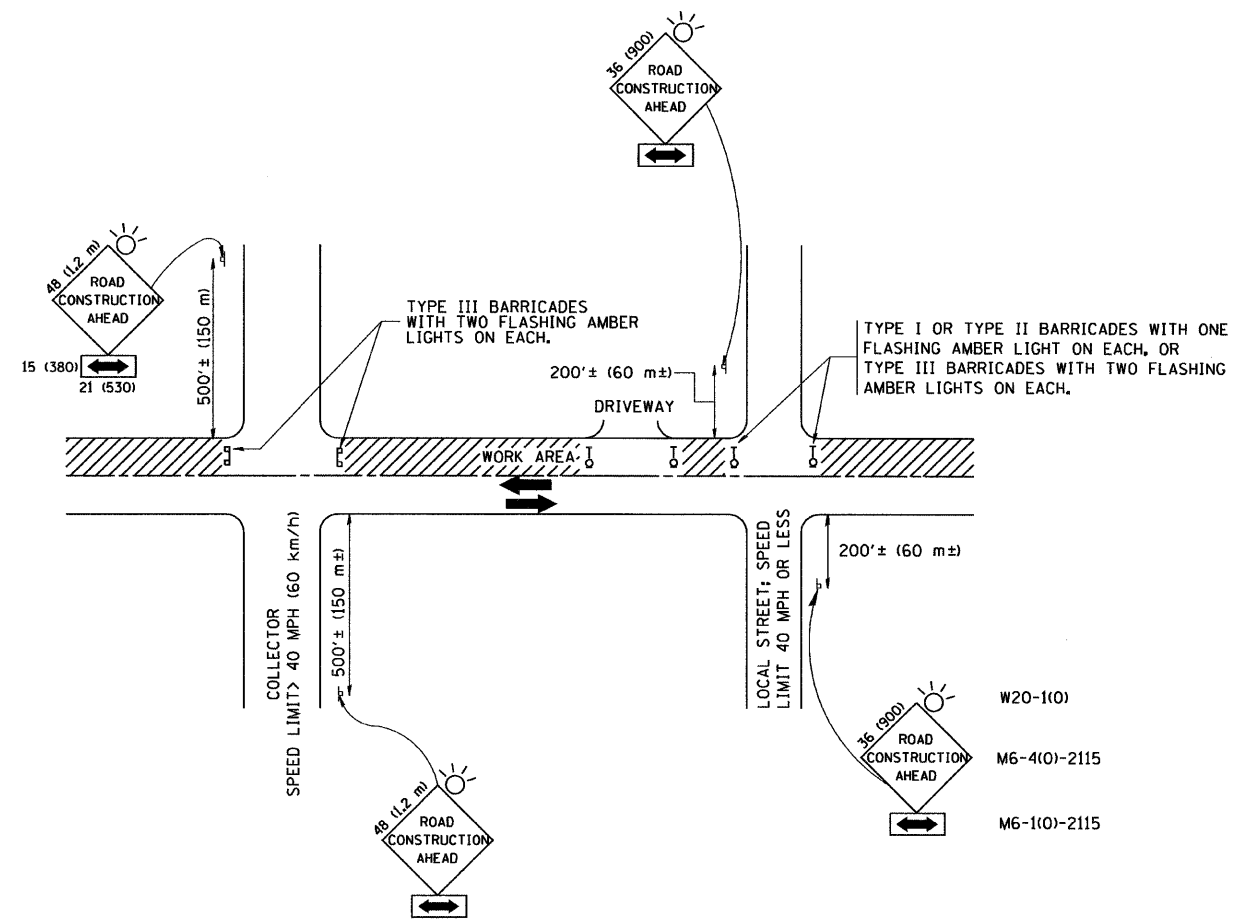


HMA TAPER AT
EDGE OF P.C.C. PAVEMENT

HMA SURFACE	THICKNESS	LEVELING BINDER	THICKNESS	* MILLING AT GUTTER FLAG
C OR D	1 1/2 (38)	1	(25)	1/4 (33)
F	1 3/4 (44)	3/4	(19)	1/2 (38)

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = M:\diststd\22x34\bd33.dgn	USER NAME = gaglianobt	DESIGNED - R. SHAH	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HMA TAPER AT EDGE OF P.C.C. PAVEMENT			F.A.P. RTE. 348	SECTION 2010-084-RS	COUNTY COOK	TOTAL SHEETS 27	SHEET NO. 20
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	PLOT DATE = 1/4/2008	CHECKED - A. ABBAS	REVISED - E. GOMEZ 12-21-00		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE - 09-10-94	REVISED - R. BORO 01-01-07									



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

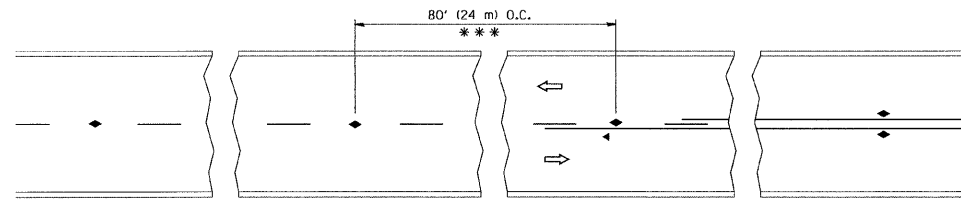
All dimensions are in millimeters (inches) unless otherwise shown.

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	PLOT SCALE = 50.000 ' / IN.	DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

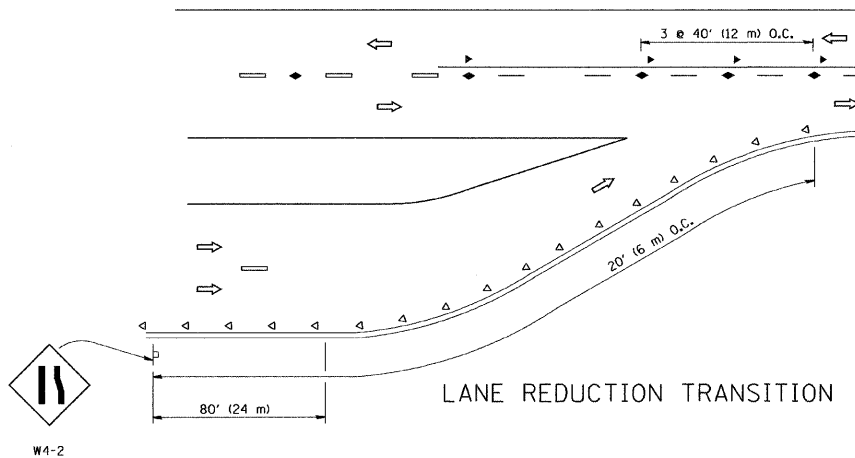
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE. 348	SECTION 2010-084-RS	COUNTY COOK	TOTAL SHEETS 27	SHEET NO. 21
TC-10		CONTRACT NO. 60L78		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

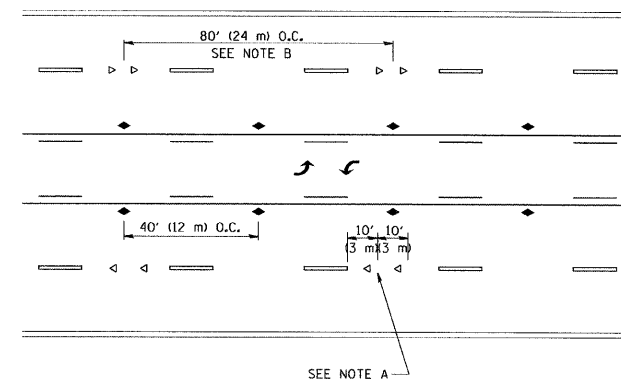


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

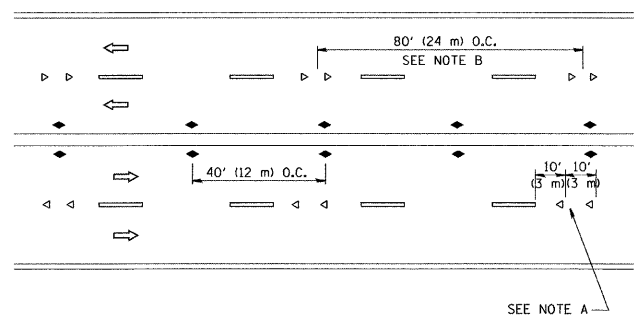
TWO-LANE/TWO-WAY



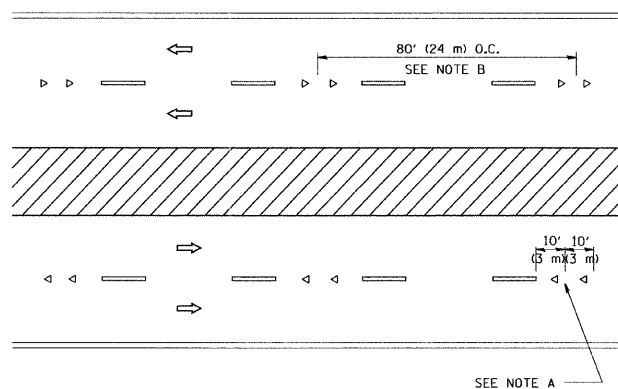
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

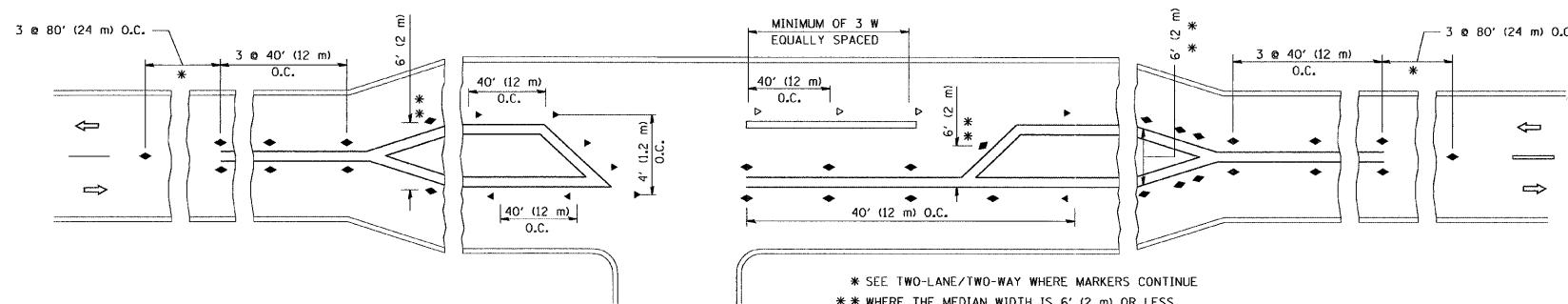
- YELLOW STRIPE
- WHITE STRIPE
- ◄ ONE-WAY AMBER MARKER
- ◄ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

All dimensions are in inches (millimeters) unless otherwise shown.

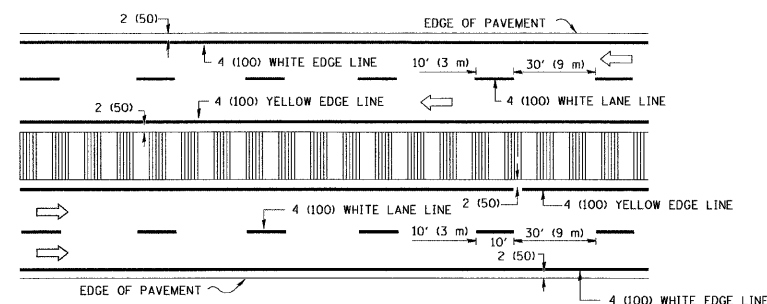
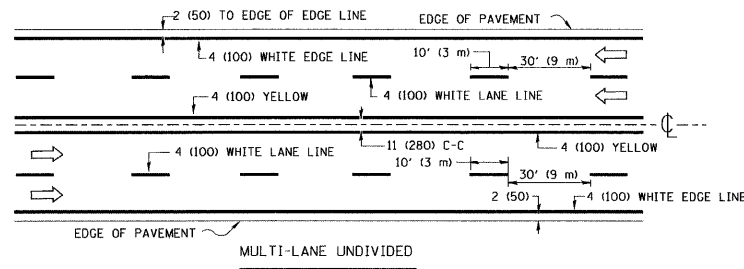
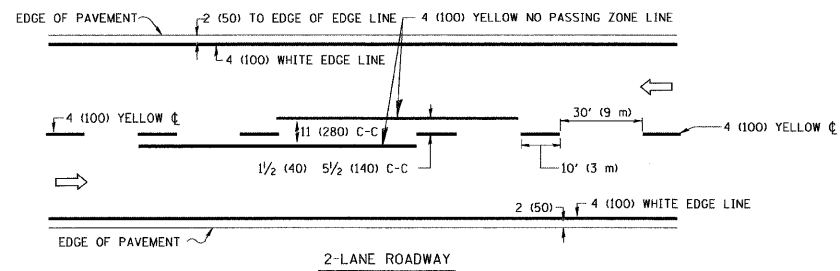
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	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 9/9/2009	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

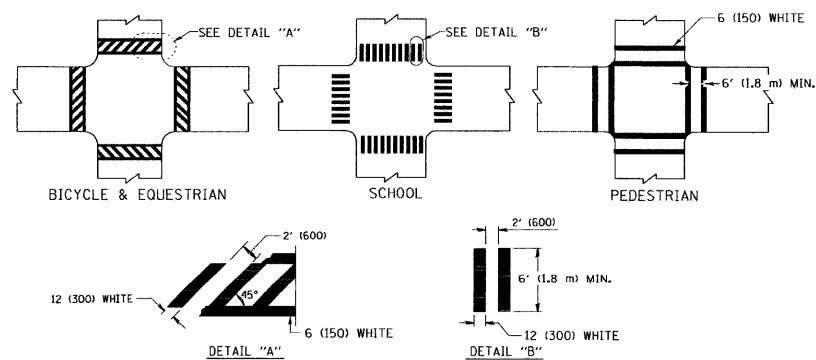
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-11			CONTRACT NO. 60L78	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

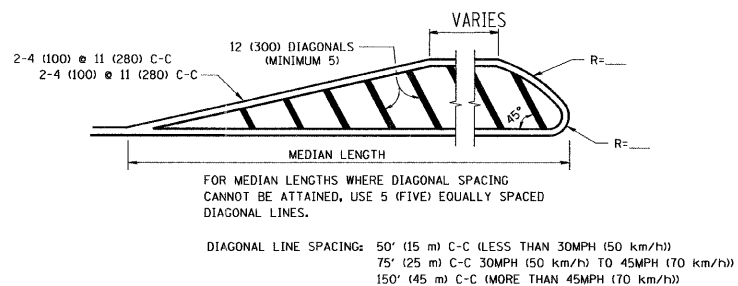
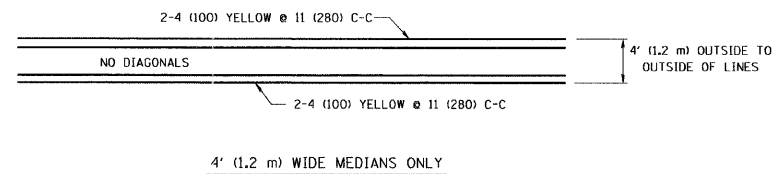


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

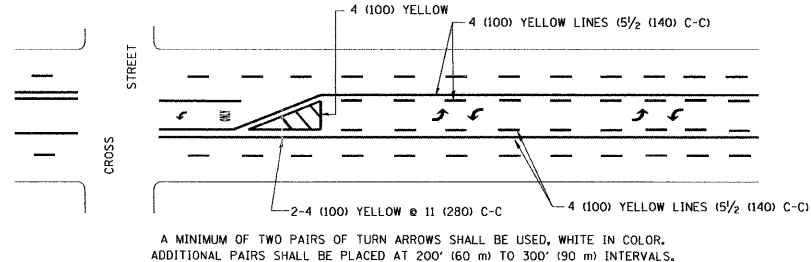
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

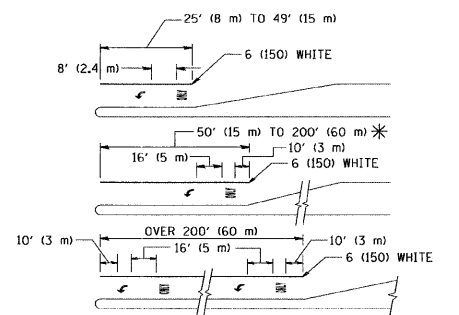


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

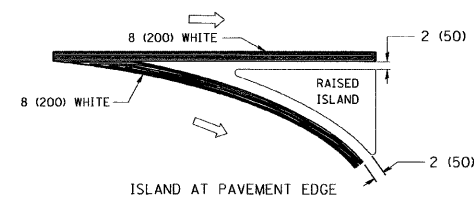
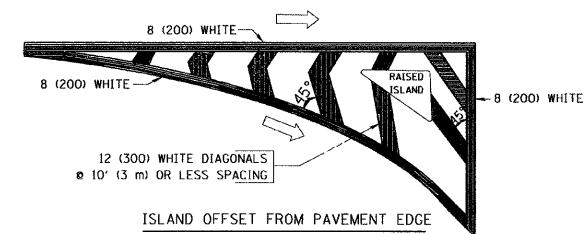


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 4 (100) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in inches (millimeters) unless otherwise shown.

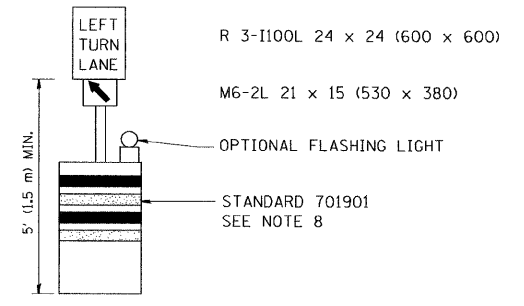
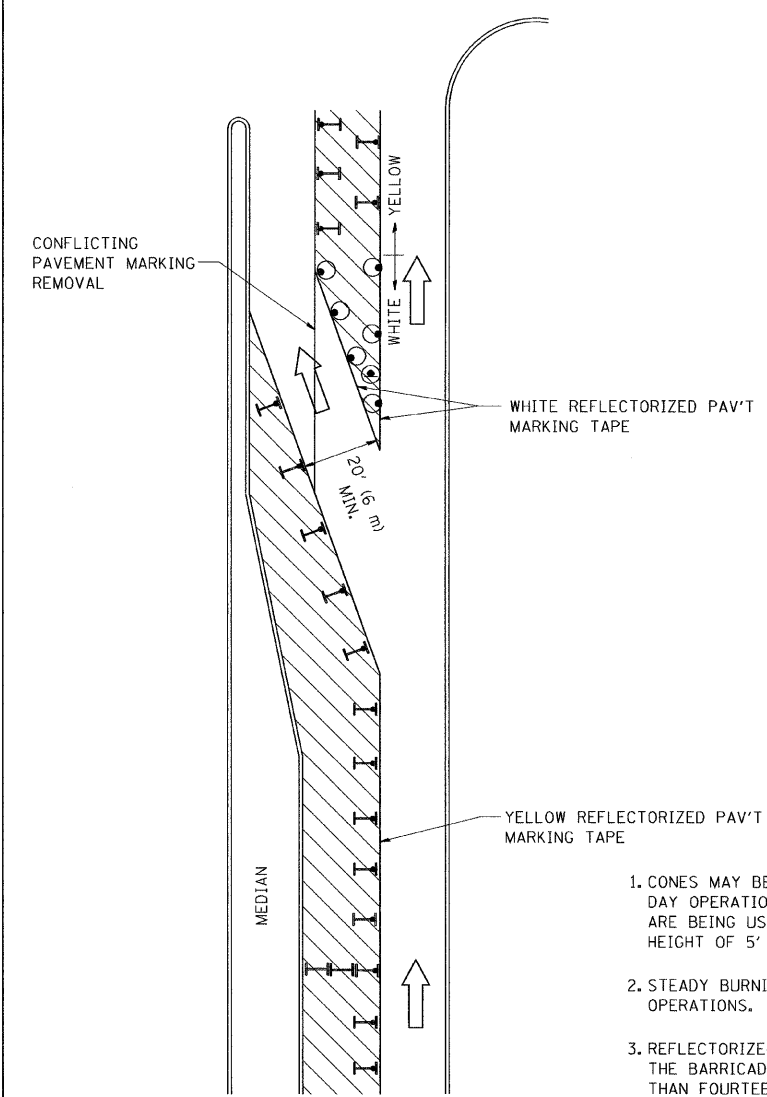
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		CHECKED -	REVISED -
PLOT SCALE = 50,000 / IN.		DATE - 03-19-90	REVISED -
PLOT DATE = 9/9/2007			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2010-084-RS	COOK	27	23
TC-13		CONTRACT NO. 60L78		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

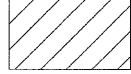







GENERAL NOTES

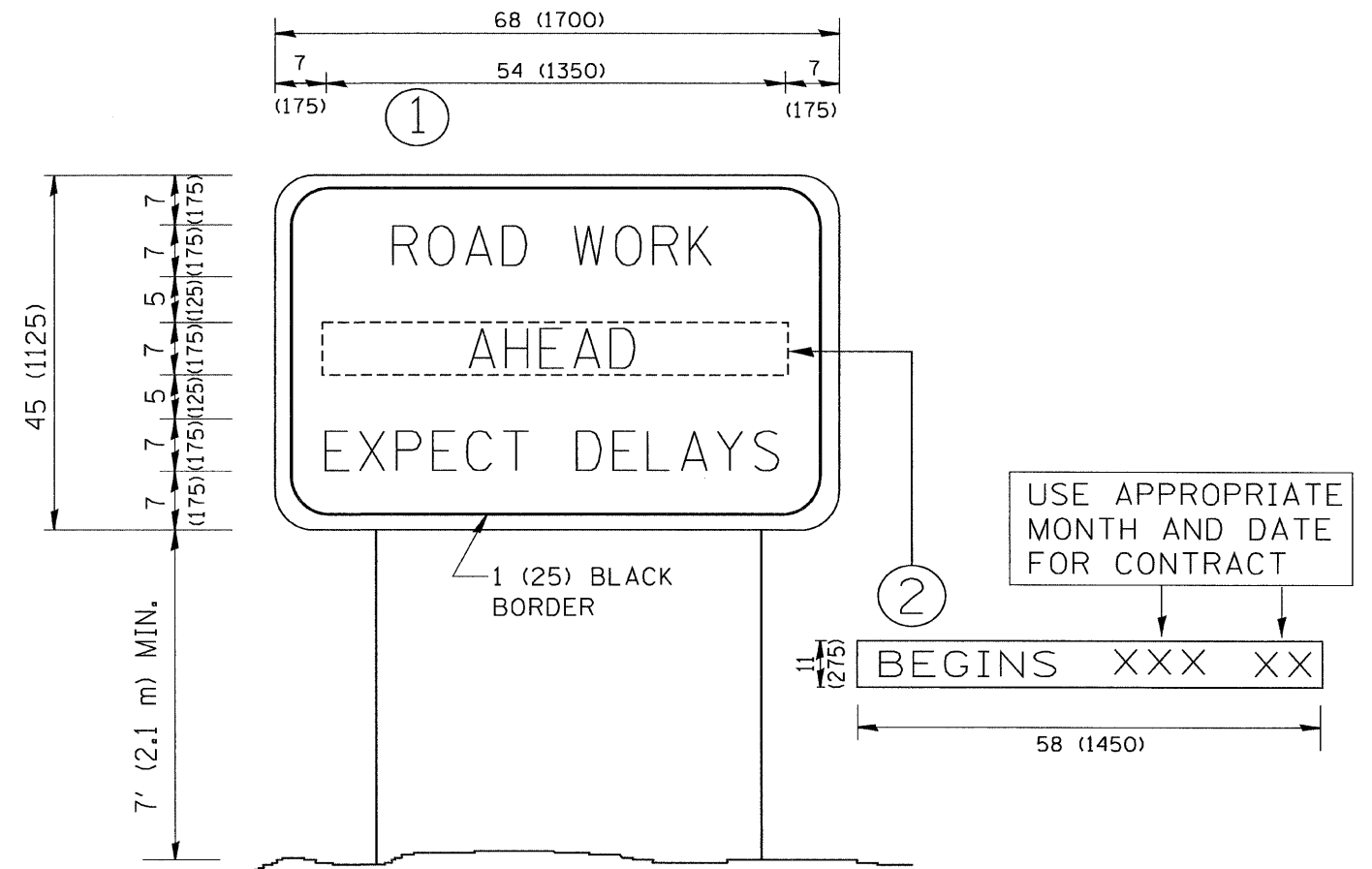
1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimensions are in inches (millimeters) unless otherwise shown.

LEGEND

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = drvakosgn	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pwork\pwork\DRIVAKOSGN\0108315\14.dgn	REVISED - A. HOUSEH 11-07-95	REVISED -				348	2010-084-RS	COOK	27	24	
PLOT SCALE = 49.9999 1/ IN.	REVISED - A. HOUSEH 10-12-96	REVISED -				TC-14		CONTRACT NO. 60L78			
PLOT DATE = 9/14/2009	REVISED - T. RAMMACHER 01-06-00	REVISED -				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



NOTES:

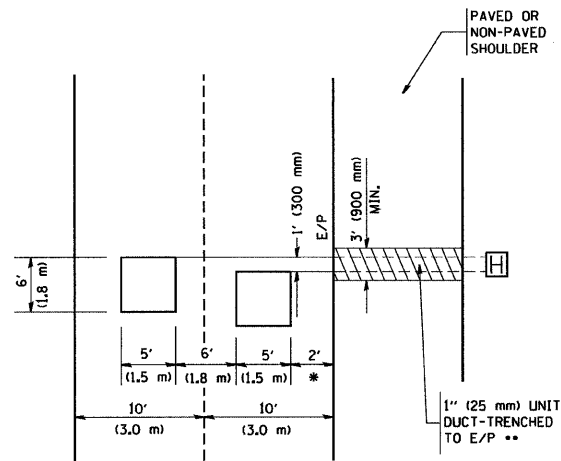
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = W:\diststd\22x34\to22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		348	2010-084-RS	COOK	27	26			
PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99	SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			TC-22		CONTRACT NO. 60L78				
	DATE -	REVISED - C. JUCIUS 01-31-07	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT
NOTE WHICH SHOULD EQUAL
3' (900 mm) X WIDTH OF
PAVED SHOULDER.

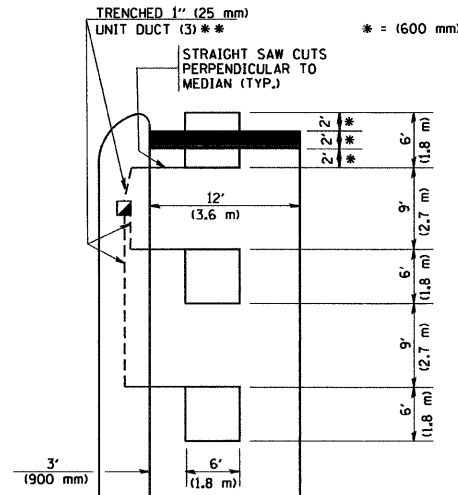


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

**LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**

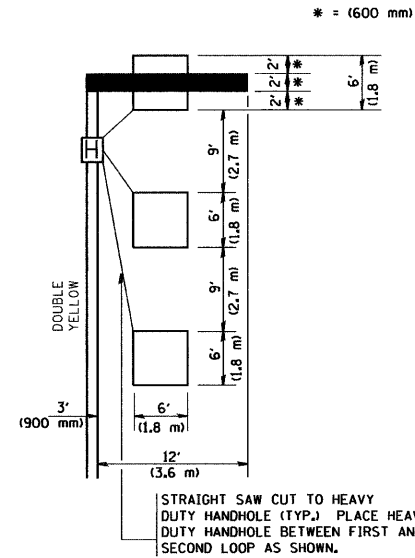
HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.



** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

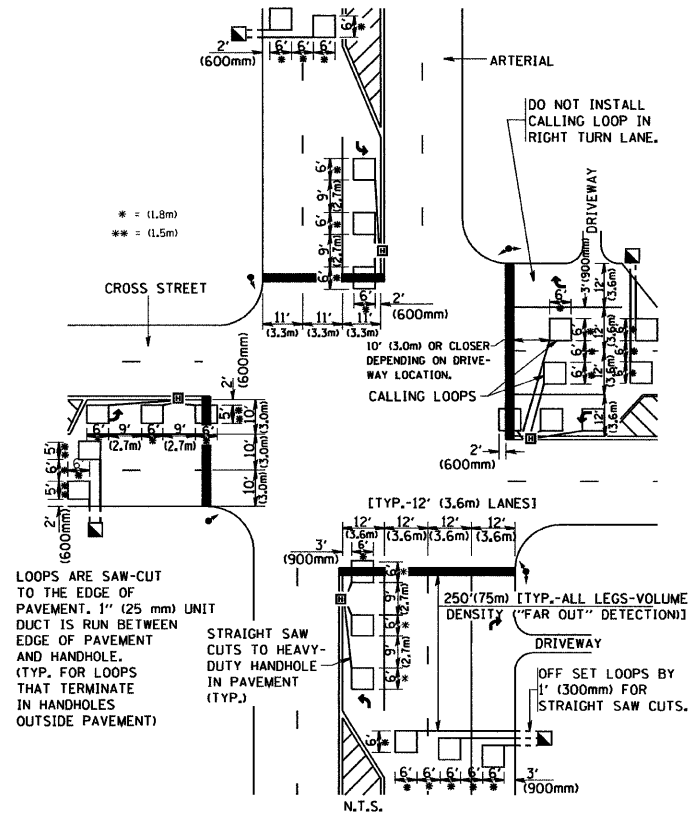
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**



NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

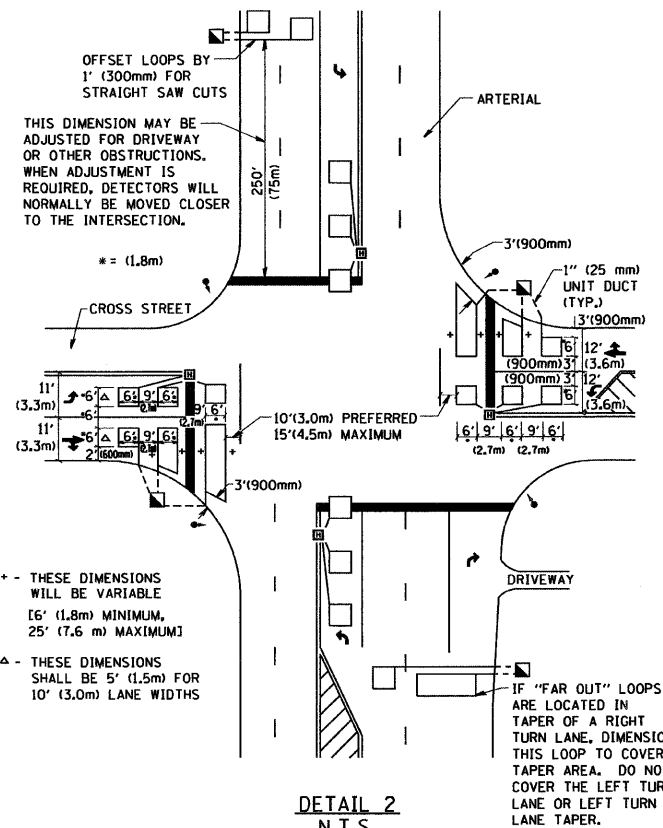
**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)**



LOOPS ARE SAW-CUT
TO THE EDGE OF
PAVEMENT. 1" (25 mm) UNIT
DUCT IS RUN BETWEEN
EDGE OF PAVEMENT
AND HANDHOLE.
(TYP. FOR LOOPS
THAT TERMINATE
IN HANDHOLES
OUTSIDE PAVEMENT)

DETAIL 1
N.T.S.

**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)**



--- THESE DIMENSIONS
WILL BE VARIABLE
[6' (1.8m) MINIMUM,
25' (7.6 m) MAXIMUM]

▲ - THESE DIMENSIONS
SHALL BE 5' (1.5m) FOR
10' (3.0m) LANE WIDTHS

DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DIMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

FILE NAME = M:\diststd\22x34\ts07.dgn	USER NAME = gajlonobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -		348	2010-084-RS	COOK	27	27			
	PLOT DATE = 1/4/2008	CHECKED - R.K.F.	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			TS-07 CONTRACT NO. 60L78				
		DATE -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							